The Victoria Daily Times.

Vol. 3. VICTORIA, B. C., WEDNESDAY, AUGUST 4, 1886. No. 47

Wanted.

Advertisements under this head, three insertions 50 cents: six insertions, 75 cents.

WANTED A COAT MAKER AND TWO Girls to finish on coats. Apply at REVI. the Tailor. aug4-1w

WANTED—A young man, age 19, lately arrived, wants a situation. Five years experience with a large Manchester shipping firm. Has excellent character and testimonials. Address P. Craggs care of C. W. Busk, P. O. Box 348, Victoria, B. C. aug4-6t

WANTED.—An experienced middle-aged woman, a competent housekeeper, capable of taking charge of a gentleman's house. Only self and young girl in family. Would prefer a person capable of imparting instruction to a young girl in household and domestic duties. Address L. W., Post Office or the TIMES office. aug3 1w

Personal.

INFORMATION is wanted as to the whereabouts of Mr. PATRICK KING, who when last heard from was in the employ of the C. P. R. at Port Moody in the capacity of Bridge Carpenter. Some 18 or 19 months ago a rumor reached his friends in New York State that he, with a number of other workmen, were quarantined for small pox at Port Moody. He was formerly a resident of Brockport, Monroe County, New York. Since that time, 18 or 20 months ago, his friends have received no tidings from him. Any person knowing anything of his whereabouts will relieve a widowed mother's anxiety for an absent son by communicating such information to the TIMES office, Victoria, or to R. McDONALD, Tonawanda, New York State, U. S. july5

For Sale.

FOR SALE.—First-class Saloon in the centre of Victoria, now doing a good business. The proprietor is about retiring. Apply at this office. aug 3

FOR SALE.—A paying Hotel business. Satisfactory reasons for selling. Address "Hotel," TIMES office. june14

Board and Lodging.

BOARD AND LODGING.—If you want good Board and good Beds, call at the CHOP HOUSE, corner Herald and Government streets. Everything the market affords. Board and Lodging, $4.50 per week; Board per day, 50 cts. No Chinamen. P. WALMSLEY, Proprietor. july13 1m

Meetings to be Held.

ST. ANDREWS and CALEDONIAN Society meets in their hall, Broughton street, between Government and Broad streets, on the FIRST FRIDAY of every month. All Scotchmen are invited to join. W. H. MASON, Secretary. sep 1-1y

THE Y. W. C. T. U. OF VICTORIA MEETS every third Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. ho5-t

AN ENTERTAINMENT IS GIVEN AT TEMperance Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 7:30 o'clock precisely. S. GRAY, President.

Lost, Stolen or Strayed.

FOUND.—A small Skiff. The owner can recover the same by paying expenses. Apply at this office. july10 1m

MIDWIFERY

MRS. McGREGOR, MIDWIFE, Diploma and highest testimonials of proficiency from the University of Edinburgh. Calls promptly attended to. Residence, corner of Douglas and Cormorant street over Bonnell's grocery store. may13

PUBLIC BALL,

Under the auspices of the

VICTORIA ASSEMBLY CLUB,

In honor of

Right Hon. Sir John A. Macdonald,

K.C.B., &c.,

And Lady Macdonald,

Will be given at the New Assembly Hall, Fort Street,

ON FRIDAY, AUGUST 6.

Dancing to commence at 8:30 p.m.

TICKETS $5, to be obtained from the following Committee:—Senator Macdonald, R. Dunsmuir, M. W. T. Drake, W. C. Ward, R. Finlayson, R. P. Rithet, D. R. Harris, Isaac Oppenheimer, Robert Ward, D. M. Eberts, Frank Barnard, C. E. Pooley, L. W. Powell, E. G. Prior, P. E. Irving, Joshua Davies, Arthur Jones, H. D. Helmcken, J. R. Matthews, and L. R. Hamlin.

W. FITZ-HERBERT BULLEN, Hon. Secretary. july29

A REGATTA

ON

VICTORIA ARM,

Under the distinguished patronage of His Honor the Lieutenant-Governor, Rear-Admiral Sir Michael Culme-Seymour, Bart., the Officers of H. M. S. Triumph, and the Mayor and Council of the City of Victoria,

Thursday, Aug. 5, at 1 p. m.

PROGRAMME:

1. Naval Race, 12-oared Cutters, Marines, Sailors and Mechanics—1st Prize, $40; 2nd, $15.
2. Sculling Sculls, outrigger shells, open to all comers, entrance fee, $1—1st Prize, $30; 2nd, $10.
3. Four-oared gigs. Darts Nos. 1 and 2. Officers vs. a Town Crew.
4. Naval Race, skiffs, pair-oared—Prize, $10.
5. Indian Canoe Race, 12 paddles—Prize $25.
6. Naval Race 12 oared cutters, Seamen—1st Prize $40; 2nd, $15.
7. Double Sculls, outrigged skiffs, entrance fee $1—Prize, $30.
8. Dinny Race, short course, open to all comers; entries 50 cents, to be made on the course—1st Prize, $15; 2nd, $5.
9. Indian Canoe Race, 12 paddles—Prize, $25.
10. Naval Race, six-oared gigs and gathers—1st Prize, $30; 2nd, $10.
11. Single Sculls, outrigged skiffs; entrance, 50 cents—1st Prize, $30; 2nd, $7.50.
12. Klootchman Canoe Race—Prize, $15.
13. All Comers' Race, any boats excepting outriggers on sliding seats; entrance $1 per boat—1st Prize, $15; 2nd, $10; 3rd, $5.

The first race will start from the Gorge punctually at 1 p.m. The course will be around Deadman's Island and back.

During the forenoon a programme of set races there will be exhibitions of Swimming, Climbing and Walking Greasy Pole, Water Cavalry, &c., &c., for which the following prizes will be given, viz:

Swimming Race, about 200 yards—1st Prize, $10; 2nd, $5.

Water Cavalry—1st Prize, $5; 2nd, $3; 3rd $2.

Greasy Pole (Climbing)—Prize, $5 and leg of mutton.

Greasy Pole (Walking)—Prize, $10 and a pig.

No prize will be given unless two boats row the course.

All entries for boat races (except No. 8 race) must be sent in to the Secretary (Mr. B. Drake) by Tuesday, 3rd August, at 8 p. m.

The Committee reserve to themselves the right of withholding prizes where they deem the competition insufficient. (July 29)

MOUNTAIN GOAT.

Sport in the Rocky Mountains as Described by Mr. W. A. Baillie-Grohman.

Where goats are plentiful, such as in the upper Kootenay Mountains, in British Columbia, where I have known an Indian kill twelve in a few hours with an old Hudson Bay flintlock "fire squirt," the chase is rather easier when once you have reached the ground, often a hard job, on account of the steepness of the slopes and density of brush which the sportsman has to penetrate before he can reach the barren wilds above timber line.

The weight of this animal differs very considerably. The heaviest ram I killed must have scaled 180 lbs.; but the animal, from which a sketch was taken while alive (the animal having been caught by means of lassoes and dogs some years before my first visit to Montana), near Deerlodge City, in that territory, is said to have scaled the enormous weight of 480 lbs. Entertaining very grave doubts respecting the truth of this assertion, I took a good deal of pains to collect all the evidence obtainable from eye-witnesses, but found a singular unanimity among the twelve or fifteen persons concerning the correctness of this weight. If this hoary old monster really was of the size indicated by the above figures, which would make it about the size of a yearling buffalo, he was certainly an exceptionally large one, for the heaviest goat concerning which I have been able to gather reliable information—*i. e.*, an old ram, killed by an English friend of mine, a sportsman of repute—weighed, according to his estimate, about 300 lbs.

The chase of the goat, or, as it properly should be called, mountain antelope, is a most exciting one, partaking of those enthralling experiences that make chamois-stalking the king of sports. Indeed, as I look back, for purposes of comparison, to the successful days I have had after chamois in different parts of Europe—for the unsuccessful ones, of which there were a goodly number, slip one's memory with gratifying ease—I do not recollect more than half a dozen, and those perhaps, because they brought to book the first of my total score of ninety odd head, that afforded me better sport than I had after the American chamois of the Rocky Mountains, as one might call these hardy inhabitants of the rocky wastes above timber line. Some of the patriarchs of this species grow to great size and formidable weight, but of this more anon. I was never lucky enough to get a really A 1 old ram, whose curiously grotesque proportions, great bump and high withers give them more the appearance of a mountain buffalo with a goat's head, and with silky pure white coat, than anything one could liken them to. The females are very much smaller, but their horns are much the same in size as those of the ram. They are jet black and smooth, and while they are much less crooked, they are as sharply pointed as those of the chamois, making them very formidable weapons when used with the astonishing agility habitual to goats, who, when wounded, are decidedly nasty foes to tackle. I have seen four or five large hounds either disabled or put to the rout by a wounded female goat, while an old ram would, I should say, remain master against a dozen dogs.

In spring and late autumn, goats can be killed at their licks with great ease; for at these seasons they are inordinately fond of frequenting these spots, as they not only lick, but actually eat the earth charged with salt. One often finds huge holes, not a few large enough for a goat to turn round in, worn in the bank. So great is this attraction of the lick, that goats will descend to much lower altitudes than those habitually frequented by them, to indulge in it, regular hard-beaten trails, worn by the animals on their way down and up, showing with what regularity they frequent them. At this season the Indians do most of their killing, and, of course, when such a lick has been discovered by them, the greatest secrecy shrouds its locality.

A very grotesque habit of the *Aplocerus montanus* deserves special notice. It is the practice of sitting up on their haunches like dogs, and when anything special attracts their attention, to raise their front legs from the ground and assume the position of a "begging poodle."

CANADA IN ENGLAND.

What is Thought of Canada's Financial Position Abroad.

In the London money market on the 15th July, an incident of some Canadian interest in connection with the money market this week was the issue of a new loan by the New South Wales Government. Tenders are invited for £5,500,000 of 3½ per cent. bonds, applications to be at the minimum price of 94. One immediate effect has been a slight fall in the prices of all other Colonial loans, and Canadian 3½ and 4 per cents have suffered in common with other issues. Canadian provincial and municipal bonds however, remain unaltered. In Canadian railway stocks the movements this week have not been important. A few fractional changes have occurred in one or two varieties of Grand Trunks, and there has been a rise of 4 in Quebec Central bonds, and of 2½ in Windsor & Annapolis debentures, and a fall of 1 in Northern of Canada 1st mortgage bonds. In the miscellaneous markets things have also been quiet during the past few days, and in view of the rapid approach of the holiday season it seems probable that we have a dull, uneventful period before us. The Grand Trunk Railway Company of Canada notify that they are prepared to issue to the holders of the bonds of the Wellington, Grey, & Bruce Railway Company consolidated 4 per cent. perpetual debenture stock of the Grand Trunk Railway Company of Canada at the rate of £107 of debenture stock in exchange for every £100 Wellington, Grey, & Bruce bond including all unpaid coupons. The debenture stock to be so issued will carry interest payable quarterly, the first quarter's interest being payable on October 14th next, and will be registered free of expense.

THE RUMOR DENIED.

The Montreal *Herald* of the 27th ult.,ament the rumored resignation of Sir John Macdonald from the premiership, says: In the article on the alleged intention of Sir John to retire from the premiership on his return from British Columbia, the Ottawa *Citizen* takes the *Herald* to task for giving credence to a special telegram that appeared in the *Witness*. The idea of our "giving credence" to a statement of the *Witness* is rather good. We merely said that the *Witness* had made the statement, and that the *Citizen* calls the paragraph in the *Witness* "a worse than silly statement." This will seem mild censure to the Pharisee, on whose brow still sizzles the epithet, "a slanderer and a liar."

TELEGRAPHIC.

Extent of the C. P. R. Telegraph System Shortly to be Established.

The principle reason, it is said, why the Canadian Pacific telegraph system has not yet been opened, is the desire of the company to secure connections with cable and American lines and extend their wires to the principal Canadian cities before entering into competion to with the Great Northwestern. Few have any conception of the vastness of the telegraph system which the Canadian Pacific Railway are so rapidly forming. It aims not only at securing a portion of the traffic between the Northwest and the eastern provinces, but also at carrying a large telegraphic business between points in the eastern provinces and outside places. The wire of the company cover many thousands of miles. The trunk line runs from Vancouver to Quebec, directly across the continent, supplying telegraphic communication between all points on the railroad. From Carleton Place in Ontario, branch lines run to Brockville and to Toronto, where the lines along the Toronto, Grey and Bruce, the Credit Valley, and other tributary roads, will give connections with Collingwood, St. Thomas, London and other important points in Western Canada. A line is also being strung along the newly constructed road from Smiths Falls to Montreal. When the short line is built through Maine to the maritime provinces, an extension will be made to points in those provinces. A line down the Southeastern Railway from Montreal to Richford, Vt., gives the system a connection with the line of the Baltimore and Ohio, the most vigorous rival the Western Union has ever met. Cable connections will be made by the Mackay, Bennett commercial cable. A vigorous effort has been made by the pool or associated cable companies, that is to say the Anglo-American, the Direct, the French, and the Gould's companies to freeze out the Commercial company, they having a short time since reduced the rate to twelve cents a word, and the press rate to, three cents a word, hoping thus to secure all the business, and compel the Mackay-Bennett people,—who maintain the rate at twenty-five cents—to enter the pool. The latter when they opened their system reduced the rate from forty to twenty-five cents a word, and still maintain the latter figures which is said to be the lowest at which the system can be profitably worked considering the expense of the cables. Should the associated companies succeed in their purpose and destroy the independence of the Commercial company, there will undoubtedly, as in the past, be an immediate advance in the rates to at least forty cents a word, but having made arrangements for a connection with the Commercial cables the Canadian Pacific telegraph system would not be affected by this result, since their contract would have to be taken over by the associated companies, and the connection of the Canadian Pacific land lines would not be destroyed. It will probably be some weeks before the system is open, as the organization of a great business, the fitting up of offices, engaging of staff, etc., requires considerable time.

SECESSION WITHIN SECESSION.

Cape Breton seems to be dissatisfied with Nova Scotia, as Nova Scotia is within the Dominion, and wants to secede. It is a case of secession within secession, or loyalty in the midst of rebellion. It appears to be a question of cost with both. Of Nova Scotia's woes and whence they spring we have heard a good deal lately; Cape Breton is about to begin. Perhaps rather about to revive her complaint, for if no other place, at least in the House of Commons, we have heard of her ill-tretament. But the wails from Cape Breton uttered at Ottawa were thought to be insincere. The complaint was against the province of Nova Scotia proper, and whatever was said in behalf of Cape Breton was said as it were with a wink. Moreover, the periodical disquisitions of Dr. Cameron, of Inverness, seemed always rather for the purpose of defending the Government and condemning some Liberal Nova Scotia member than with any real belief that any good was being done to Cape Breton. In fact, though Dr. Cameron may have meant well he became rather one of the jokes of the House and so did Cape Breton more harm than good. But though Cape Breton has good ground for complaining, if the allegations that are made on its behalf are true, its case can be better mended by united action amongst the representatives of the Local Legislature than by talk of secession. Its dimensions and population do not warrant its formation into a separate province. It proves nothing to say that it is larger than Prince Edward Island and has more population than Manitoba. Manitoba is eight times its size, and, in the course of a few years, will have eight times its population. Prince Edward Island's diminutive size only proves that it should be a portion of a maritime federated province rather that a province by itself. The argument used by Cape Breton when advocating secession, that its interests and trade lay with the upper provinces of Canada and that those of Nova Scotia are with the United States is a little far fetched. It will be difficult to prove that the trade of one corner of a small province is in one direction, and that the trade of the whole of the rest of it is in another. This is a question of tariff and reciprocal arrangements with the United States. Secession may be an excellent election cry but there are many people who have a word to say prior to the dismemberment even of a province; were it not so we should see each discontented township in the Dominion declaring its independence or forming itself into a crown colony.

VANCOUVER TO BRISBANE.

A cable dispatch received in Montreal states that an interview with Sandford Fleming published in London points to the probability of success in the attempt to establish direct telegraphic communication between Great Britain, Canada and Australia. The Imperial government has been approached and agreed to grant subsidies which will enable an influential company to lay a cable from Vancouver to Brisbane, in Queensland, or Sydney, New South Wales, via Sandwich Islands.

WILL EXCEED $100,000.

The statement going the rounds of the press that the Canadian Pacific Railway Company receives some $65,000 for the carriage of the cargoes of the ships despatched from China and Japan to Vancouver is erroneous. The proportion on the through freight accruing to the Canadian Pacific Company will exceed one hundred thousand dollars.

WAR IN RATES.

Indications Point to a Probable Advance in Transportation Rates at an Early Date.

From San Francisco it is reported that the era of cheap freight rates which resulted from the bitter railroad war of a few months ago, is about to come to a sudden end. Merchants and shippers generally have comforted themselves with the thought that rates would never advance much beyond the present figures, but they are doomed to disappointment, for it is only a question of a short time when there will be an increase of freight rates that will fairly take their breath away. The fact that none of the companies are guaranteeing present figures any later than next Saturday led to inquiry regarding the situation. "Well, between you and me," said General-Agent Bissell of the Atlantic and Pacific, "I think it will be but a short time before there will be an advance of rates. It has been a long fight, and all hands are getting tired of it. The only difficulty at present that prevents a prompt advance is the Pacific Mail company, which is prolonging the fight in hopes of securing a good subsidy from the Pacific Railroads. Three months ago the steamship people declared that they would not come to an agreement with the railroad people for less than a $100,000 subsidy monthly and a contract for two years, but they are weakening, as shown by the fact that about a month ago they concluded that the old figure $85,000 would suit them very well. Negotiations are now pending, and as all the parties are anxious to reach a settlement, I think we will soon have an increase of rates. "We are only guaranteeing the present week," said Pacific coast freight agent Watts of the Union Pacific. "It is possible that they will be extended, but as the Pacific Mail Company is trying to come to an agreement with the Pacific roads, I consider that it will be but a short time ere a settlement is reached. When that time comes you can look for the adoption of the old transcontinental association schedule of rates." At the office of the Southern Pacific Company it was stated that there was no certainty as to when the present difficulties would be adjusted, but that when an arrangement was made the old rates that were in force when the "war" began would be restored.

SAN JUAN ISLAND.

A Large Oil Factory About to be Established by the San Juan Manufacturing Company.

A company has been organized across the Sound to manufacture oil from dog fish. Already they make several grades, the best of which is equal to lard oil. The works are on Friday Harbor, on San Juan Island, and were put up last year. Their present capacity is about 500 gallons a day, which can readily be largely increased at small expense. The dog fish are a long, slim, snake looking, shark-like fish, abounding in all Puget Sound waters, but fairly swarming in the San Juan archipelago. They are usually caught by trolling. A heavy line, with strong hooks attached by short lines every four feet, is sunk when the tide is flooding, and when the tide turns it is taken up, and as the fish on it are taken off, the line is coiled down in the boat. As many as three hundred have been taken at one haul, and if the fishermen make two hauls a day they have no difficulty in making from $2 to $3 a day. The company would increase their works very largely if fishermen would work regularly, but those there now make good wages, and are very independent and won't work steadily. No doubt it would pay others to go there as they could readily find sale for all the fish they could catch. The fish are very oily, nearly one-third of their weight being oil. About one-fifth is ammonia, and of the remaining solids a considerable part is a gelatine, while the rest makes a good fertilizer. At Castlecook, near Steilacoom a plant was put in and operations conducted for some time, but extravagance and mismanagement caused a loss of about $30,000, and the abandonment of the enterprise. The present company have already demonstrated that the business is practicable and profitable and will doubtless greatly enlarge their operations in the near future.

RATEPAYER ON ROAD-MAKING.

TO THE EDITOR OF THE TIMES:

SIR,—In your issue of a few weeks ago I read with interest a letter entitled "How roads are built." I ought to know if the facts relating to Cowichan Lake road are correct or not, having surveyed it. The contractor did not follow the line marked out for his guidance, but made blazes to suit himself. I put myself to considerable trouble as regarded the laying out of this road. Having been over the ground several times previous, it was the best location I could select, and in the most direct line for the lake. I went over the road a few weeks ago and was sadly disappointed in finding an almost impassable sleigh trail, where there should have been a fair waggon road, as contracted for. There were only two or three bridges—and very poor ones at that—on the road as far as I could see. What few culverts there were, were not only badly built, but a good deal of alder wood used in their construction. The salmon, I am told for a fact, were seen disporting themselves in the water on the top of the so-called culverts. I am credibly informed that the gentleman who passed this road was so much bruised by simply riding over it, that he was glad to borrow a pillow to sit on during the evening. I would suggest that good reliable men should be appointed to pass the roads that are let out by contract, so that contractors who want to do an honest job will get some justice. I also hear lots of grumbling about the beach road at Cowichan, in part built by the same contractor. The crib work is very badly done and the timber used, to a considerable extent, is cultus, the foundation logs being partly decayed and of the poorest kind of timber. I think the foundation sills were balsam or hemlock, I could not tell which. I am informed that the contractor for the Alberni road is not going quite by the line marked out for him. I would advise all contractors, and rate-payers, who wish to study their own interests, and the good of the country at large, to keep a good look out in the future as to how roads are built and how roads are passed.

Hoping if you have space that you will insert this letter and oblige,

RATEPAYER.

—F. C. Innes & Co., Real Estate Brokers, and Financial Agents, Vancouver, B. C., attend promptly to all enquiries about the terminal city; *Free Reading Room* for use of strangers arriving in Vancouver.

WORKINGMEN'S MEETING.

Gathering at the Philharmonic Hall Last Evening—Committee Appointed.

The adjourned meeting of workingmen, to pass a resolution of welcome to Sir John A. Macdonald, held last night at Philharmonic Hall, was attended by over a hundred representative workingmen. Councillor Robertson occupied the chair. In opening the proceedings he expressed regret that in tendering receptions to Hon. T. White and Sir John A. Macdonald, scarcely any provision had been made on the committees to represent the working classes. The workingmen were in the majority and that majority should have shared in the honor of receiving these statesmen. The chairman then passed a high eulogy on the right hon. gentleman now in the city, and on the country now welded together through his instrumentality, urging upon the workingmen to show their appreciation of the grand old chieftain.

Mr. Eli Harrison, in a brief but excellent address on confederation, moved the following resolution: Resolved, That this meeting appoint a delegation of representative workingmen to wait upon Sir John A. Macdonald to tender a hearty welcome to Sir John and Lady Macdonald. Also to give Sir John the assurance of our confidence and our appreciation of his great abilities, and the value of the great service he has rendered to Canada, and especially to British Columbia. Mr. E. C. Johnson seconded the motion.

Mr. West, in speaking to the resolution spoke to the point, and as usual with him did not cloak what he believed to be the truth. Although an admirer of Sir John he could not exonerate his government from the crime of having introduced Chinese labor. The workingmen should make their grievance known, fearlessly and truthfully, and the ballot box would remedy the evils.

At the invitation of the chairman, Mr. T. B. Humphreys came forward and made a rattling speech. He maintained that both brain and mechanical work were equally important factors, in the world's progress, and held that the workingmen should avail themselves of the present opportunity to lay their grievances before the Premier, who would be pleased to hear them. Within the past few years we had been visited by three governor-generals and other prominent gentlemen, the most notable amongst whom were Mr. Edgar, of Edgar Balm notoriety. At the reception at the Victoria theatre, Sir John challenged any man, woman or child who could show any benefits derived from the opposition party. He knew of one man who did all he could to villify Sir John A. Macdonald and his party, and he believed that that gentleman received the greater portion of the balm which was charged to Mr. Edgar's trip. Those who were at the theatre saw men buzzing around Sir John Macdonald, who had previously been his bitterest enemies and opposed confederation to the utmost of their ability. Such men we might forgive but never forget; and singularly enough they never gave us the opportunity of forgetting them, owing to the objectionable methods they continually adopted to obtain recognition of their existence. He considered Sir John one of Canada's greatest statesmen, and deemed it to be the duty of workingmen to extend to him a hearty and vigorous welcome.

The resolution was carried unanimously. After which the chairman read the following list of names selected to carry out the intention of the meeting: E C Johnston, Thos Elliott, Frederick Norris, John Braden, Wm. Lorimer, Eli Harrison, W A Robertson, M Conlin, F L Tuckfield, James Mann, Henry Benson, Archibald Dods, Mr Luney, T W Bragg, Henry Rudge, Mr West, Geo Kirsop, Hugh Macdonald, James Smith, David McFee, James Baker, Michael Baker, W Boddy, W B Nichols, L K Winch, Jas Walker, S Whitley, Mr Erskine, George Geeves, L Humber, Mr Stephens, E C Johnston, John Gregg, James Boyd, R Holloway and Thos Burns, Jr. All these names were carried without a vote, except in the case of Messrs. Tuckfield and Mann. On a vote being taken the former was accepted and the latter rejected.

SUPREME COURT.

(Before Sir M. B. Beche, C. J.)

The case of H. V. Edmunds, John Johnston, and others, plaintiffs, vs. the Canadian Pacific Railway, defendants, involving the right of the latter to expropriate the lands of the plaintiffs for railway purposes was again heard to-day before the Chief Justice. Mr. Pooley for the plaintiffs, read a number of affidavits bearing on the case. Mr. Drake, Q. C., appeared for the defendants. The case is in progress as we go to press.

STEAMER ASHORE.

The steamer Alki, Captain Blackburn, ladened with Vancouver coal for San Francisco went ashore last night at Plumper's Pass. Captain Blackburn arrived in the city this afternoon for assistance. The Alki is a wooden steamer, and is owned by the Oregon Improvement Company. She was making water slowly, and there is very great danger that she may be a complete loss.

FIRE ALARM.

During the forenoon an alarm sounded and the Deluge engine turned out without much delay. A small blaze was found among a quantity of lath, on the wharf, near the landing. A few buckets of water put it out, and the damage was but trifling.

The alarm sounded a second time about 2 o'clock. The first tap of the bell was not heard by the driver, who was out with the watering wagon, and it was fully fifteen minutes before the engine started for the scene of the supposed fire in Spring Ridge. The alarm was caused by a brush fire in that locality, which fortunately did no damage.

The bell rang for the third time at 3:15 and Driver McNeill was compelled to abandon his wagon at the foot of Yates street and ride at full speed to the engine house. The fire was found to be on the roof of a small residence adjoining Muirhead & Minn's warehouse, and probably originated from a spark. It was quickly extinguished by the hose on the ground.

Among the many superior qualities of Messrs. Curtis & Harvey's celebrated *DIAMOND GRAIN* powder might be mentioned its GREAT PROPELLING POWER, SAFETY IN USE, CLEANLINESS, REGULARITY OF EFFECT. These merits are appreciated not only by the sportsman in the field, but by victorious teams at international rifle matches at Wimbledon and Creedmoor, New York, who used Curtis & Harvey's DIAMOND exclusively.

TILDEN DEAD.

The Prominent Democrat Passes Peacefully Away this Morning.

NEW YORK, Aug. 4.—Samuel J. Tilden died peacefully at Graystone this morning at 8:45 o'clock. There were present with him Drs. Chas. Simonds and Samuel Swift, and his neice, Miss Gould. His death was entirely unexpected and was caused by failure of the heart.

STEAMSHIPS CUTTING RATES.

NEW YORK, Aug. 4.—A conference of steamship companies, at which representatives of all the companies except the Red Star line, were present, was held today. Gustav H. Schwab, general passenger agent of the North German Lloyd Co., presided. The conference adjourned on Monday last, to await instructions from Europe as to cutting rates, and at the meeting to-day it was reported from Rotterdam that the company had cabled to its representatives here to cut $3 below the Red Star line. This will make the rate to Europe $18 and from Europe $12. Neither of the other companies has as yet heard from headquarters. Mr. Richard, of the Hamburg & American Packet Co., said that it was the intention of his company to fight the English lines, who had been taking passengers from continental points at reduced rates, and they had organized a direct Baltic line for the purpose of carrying the Scandinavian traffic, which had heretofore been carried by English lines. Jame Albright, jr., general passenger agent of the Red Star line, said we are awaiting action of the conference before making any alterations in our rates.

OUR BREAD SUPPLY.

The Future Trade in Breadstuffs—The Supply to Come From the Northwest.

With the completion of the Canadian Pacific Railway it was believed the source of flour and breadstuff supply for this coast would be diverted from Portland and San Francisco to Winnipeg and the Northwest. Portland dealers have found in Victoria and other towns in this province a good market for their flour, which at all times was an excellent article and delivered to consumers in this province always true to its name and brand. The Albany and Salem mills have enjoyed an enviable reputation for the quality of the flour produced by the mills there located. By many it was, and still is, supposed that no change could or can take place; that the haulage of some 1700 miles from Winnipeg to Vancouver and the cost of transferring from that point to this city will be so heavy as to preclude the possibility of any serious competition being feared by those now in possession of the trade, from that quarter. It is agreed on the other hand that the duty of 50c per bbl. added to the transportation charges from Portland here will equalize the cost of transportation from Winnipeg. The problem is now about to be solved, as to whether flour can be sent from Winnipeg to compete with the Oregon article or not. A shipment of a few car lots, as a test case, and in order to introduce the article into this market, was shipped a few days since from the east. As is well known to experts in flour the article manufactured from Northwest hard winter wheat has no superior anywhere; but it will take time to get our bakers and house-keepers to become familiar with handling this class of flour.

From correspondence that has taken place between the Messrs. Ogilvie, of Winnipeg, and local dealers here it is learned that up to last week the best figures at which these gentlemen would contract to deliver flour here for were as follows: Strong bakers, which is known to be an excellent brand, and in great demand abroad, the figures free on board here were given at about $2.75 per sack of 98 lbs. Snow flake, bakers, about $2.55; Hungarian, the very best article manufactured by the Ogilvie's, $3.35. Dealers finding these prices beyond their reach, send far in excess of Portland's figures, so notified the Ogilvie's who, it is understood succeeded in bringing such a pressure on the C. P. R. as to secure a considerable reduction in transportation rates as to enable the Winnipeg firm to be able to offer a decided reduction on these quotations. There can be no question as to the excellence of the Ogilvie's flour, but as Victorians having hitherto been supplied with an article which always gave satisfaction if this market is to be captured by the Winnipeg millers care must be taken to give us none but A No. 1 article. An idea may be formed of the extent of the milling capacity of this firm when we state that there daily output is 4,500 bbls.

To-day's ruling quotations amongst provision dealers in the city for Oregon flour is as follows: Patent roller, on wharf here, per barrel, $4.40; bakers' extra, $4.05; superfine, $3.00. A comparison of the scale of charges will enable anyone to arrive at a decision as to whether the Sound and San Francisco route will supply us with the staff of life, or whether it will hereafter come from the Northwest.

OUR GUESTS.

Sir John A. Macdonald received a deputation of Masons during the forenoon, and received and replied to an address. The right honorable gentleman, in conversation with members of the party, expressed himself so well pleased with his visit, from which he had derived a great deal of benefit to his health, that it was very probably he would be easily persuaded to come again.

During the day Sir John rested quietly, receiving callers, although the rush of visitors has materially decreased.

Lady Macdonald is to-day the guest of Senator Nelson and Mrs. Nelson and Mrs. Walkem, at the picnic at Henderson's West Saanich.

Sir John expects to leave for Nanaimo, on the Alexander, on Wednesday next. After visiting the coal fields, and perhaps a run on the island railway, the tug will convey the party to New Westminster, where some days will be spent among the loyal inhabitants of the royal city.

To-morrow Sir John and party will be the guests of the city, at the regatta on the Arm. The day will be a general holiday, all places of business being closed. The citizens will go in for old-fashioned and genuine sport, and with pleasant weather, as there is almost certain to be, they will succeed in their object.

Some excitement has been occasioned by silver discoveries near Port Arthur. The mines are located 28 miles westward. The richness of the silver is described as remarkable, and some folks are comparing it with Silver Islet. It would not be wise for a whole province to emigrate thither on the strength of this, however

NEWS BY CABLE.

ATTEMPT ON THE GRAND VIZIER.

LONDON, Aug. 4.—Advices from Constantinople report an attempt to assassinate the Grand Vizier. That official was out driving on Sunday afternoon. Two shots were fired at him by a Tartar. Neither of the shots struck its mark. The assassin then pursued the carriage with a drawn sword, with which he endeavored to strike the Grand Vizier. He was arrested and taken before the Sultan at Yildiz Kiosk. To His Majesty the Tartar declared that the Grand Vizier had prevented him from securing justice, and implored him to hang the Vizier.

DEPRESSION IN TRADE.

The final report of the commission appointed by the Conservative government in 1885 to enquire into the depression of trade will soon be issued. The report will announce that the commission has not found any evidence of depression. As regards restriction of trading operations the volume of British trade has increased more than commensurately with the growth of the population. Low prices diminished profits and constituted the only evidence of depression. There has been a greatly prolonged period of over-production owing to a vast increase of wealth in the country. The commission does not believe that legislation regarding labor has injured trade and deprecates an increase in the number of hours of labor and the diminution of wages. The report favors a trades union commission and considers recent failures of agricultural production the main, if not the sole cause of the diminution of home trade which otherwise the commission believes would be in a satisfactory condition. The working classes, the report says, have greatly improved in the past twenty years. No fiscal alteration is suggested in the report and no reference is made to protection or reciprocity.

MR. BALFOUR'S ADDRESS.

Much importance is attached to Balfour's address to his constituents as reflecting the views of Lord Salisbury. Balfour says the decision of the verdict of the country on the Irish policy of Gladstone makes it clear that a majority of the people are opposed to any loosening of the bonds knitting the United Kingdom. In spite of the additional difficulties with which Mr. Gladstone's recent action has loaded an already difficult problem the government will pursue a policy just to every interest of Ireland and generous to every Irish aspiration. The government will be firm in the execution of the law while striving to move the chief evils which Ireland suffers.

ADDITIONAL APPOINTMENTS.

The following additional appointments have been officially announced: Edward Clarke, Q. C., solicitor-general; Arthur Bower Forwood, secretary to admiralty; Ellis Ashmead Bartlett, civil lord of the admiralty; Lord Harris, political secretary to war office.

HERBERT SPENCER ILL.

Herbert Spencer is seriously ill at his residence in London suffering from nervous prostration and insomnia. Sir Andrew Clark, the distinguished physician is daily in attendance upon Mr. Spencer.

POLITICAL GOSSIP.

The members of the Gladstone ministry surrendered the seals of office to-day to the new ministers.

Lord Salisbury will remain the guest of the Queen until Monday.

It is believed that the Queen will open parliament in person.

In the Dilke case Mrs. Crawford has testified that she "never loved Crawford," and that was the cause of it. There is always danger in attempting to make love go around among half a dozen. "It is wise to be off with the old love before you are on with the new."

IRISH AND RUSSIAN DYNAMITERS.

The police, have, it is stated, been informed of the existence of intrigues by Irish and Russian dynamiters against the English government. Detectives will be stationed at different Russian ports and all arrivals from Russia to Great Britain will be closely watched and the vessels searched.

PARNELL IN DUBLIN.

DUBLIN, Aug. 4.—Parnell arrived in Dublin to-day to attend the meeting of his party.

AUGMENTING HER ARMY.

LONDON, Aug. 4.—Turkey is forming an additional army corps. This is naturally creating apprehensions for the future in the continental capitals.

WHAT IS HIS COLLEGE?

TO THE EDITOR OF THE TIMES:

SIR,—The congregation of Christ Church Cathedral were yesterday greeted with a view of their sexton, verger, sacristan, or whatever may be his proper style and title, robed in an antique garment of quasi-academical appearance, such as is rarely seen on this continent. It is not a student's, bachelor's, or master's gown, of any university with which I am acquainted; and if it be a university robe it would be well that the dignified wearer should superadd his hood, that we may know what seat of learning has stamped his merit with a D. C. L., L. L. D., Ph. D., or Mus. Doc. Or perhaps he may be a barrister-at-law; and if so, where are his wig and bands, and why this commingling of the law and the prophets? Joking apart, is it a convenience that the officer whose duty it is to provide seats for strangers should be recognizable, but it is an untoward coincidence, that the distinguishing raiment should make its appearance during the visit of Sir John Macdonald. It has the look of snobbery and is of a piece with the performance of a churchwarden whom the writer once saw, adorned for the occasion in new white kid gloves, waiting to receive a royal personage, prepared to walk backwards up the aisle before her, "fussing" about between the door and his pew, and finally missing her arrival and seeing his office performed by another. Eminent persons attend a church presumably to worship God, and it is as disgusting to them to see their presence thus marked by absurd ostentation as to be the object of vulgar curiosity in the sacred place. That a statesman's attendance at church should be a signal for arraying the verger in official garb is about as bad as if a preacher were to prepare for his delectation a discourse, made up of other men's thoughts, garnished with fragements of other men's scholarship, clad in his own ungrammatical language, and palpably designed to parade the learning of the orator. Such exhibitions are by no means uncommon and are transferred in their absurdity. Trusting that the coincidence to which I have referred was accidental,

CHURCHMAN.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Wednesday, August 4, 1886.

THE DAILY TIMES.

Published daily and weekly by the VICTORIA TIMES PRINTING AND PUBLISHING COMPANY, LD.

OFFICE—Yates Street, next to Frank Campbell's Corner.

DAILY TIMES delivered in all parts of the city by carrier, at 25 cents per week.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion 5 cents. Advertisements not inserted every day, 10 cents per line for each insertion. No advertisement in this classification inserted for less than 25.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification inserted for less than 25, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst reading matter, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special Rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 a. m. on the morning of publication; otherwise insertion cannot be guaranteed.

THE WEEKLY TIMES

is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

THE WEEKLY TIMES, per year $1.00
" " six months 1.25

TERMS—Strictly in advance.

Address, THE TIMES P. & P. CO., Victoria, B. C.

J. C. McLAGAN, Manager.

A POPULAR ELECTION.

If the *Mail's* Ottawa correspondent, now in this city with the Premier, is in that statesman's confidence, he probably may know something about the next gubernatorial appointment. When he says: "The Ottawa government in such matters acts on the same plan as the imperial in the appointment of the governor-general, and necessarily avoids anything looking like a popular election, which would be contrary to the spirit of the constitution," He is perhaps trying to prepare the way for an unpopular appointment. It is, of course, very well known that some of the aspirants would be as acceptable to the people as the present incumbent, and not a particle more so. British Columbia would survive, and even prosper, with the biggest political nonentity in the country as its Lieut-Governor; but it would be a happier province, a more contented people, if the next Lieut-Governor were socially, as he is supposed to be politically, the leader of the citizens. There never was a time in our history when we so much needed a man of broad and generous views—possessing in a higher degree than we have had any experience of since confederation, a knowledge of social amenities of life—at Carey Castle.

RAILROADING FIFTY YEARS AGO.

The Montreal *Gazette* lately reproduced an account of the opening of the first Canadian railway—Champlain and St. Lawrence—which appeared in its columns on the 23rd July, 1836. The event took place on the 21st: What wonderful progress has been made since that time. According to official figures published by the Department of Railways and Canals the total number of miles in operation on the 30th June, 1885, was 10,150, and the number completed (track laid) was 10,773. The number of miles ran by trains was 30,623,689; passengers carried, 9,672,599; tons of freight carried, 14,659,271. The amount of paid up capital was $454,082,509; amount of government bonuses paid up, $119,603,255; amount of municipal aid, $12,472,450; amount of earnings, $32,227,469; working expenses, $24,015,851, making the net earnings of the year, $8,212,118. The following figures show the amount paid up of government and municipal aid by provinces: Dominion government, $140,062,024.52; Ontario government, $5,946,984.52; Quebec government, $6,878,295.41; New Brunswick government, $3,594,165; Nova Scotia government, $2,718,275; Municipalities in Ontario, $9,418,805.81; Municipalities in Quebec, $1,982,144.62; Municipalities in New Brunswick, $296,500; Municipalities in Nova Scotia, $250,000; Municipalities in Manitoba, $525,000.

Fifty years ago if the prediction had been made that in the year 1886 the railway system of Canada would include a continuous line from the shores of the Atlantic to those of the Pacific its author would have been regarded as an optimist who possessed a superabundant supply of faith in the future of the country. Twenty years ago, indeed, hundreds of people would have laughed at the possibility of such a thing being suggested, while within the last ten years men have declared that nobody living in 1890 would see the successful completion of the great road which was opened for traffic a few days ago. The opening up and the development of the country have kept pace with railway construction; and what has been accomplished in the older provinces as the result of the construction of railways will be repeated in Manitoba and the Northwest.

The latest rumor about Russia's designs is that she proposes to take the island of Lazaroff in the North Pacific from Japan as an offset to Britain's proposed British Columbian naval and military arsenal and depot at Esquimalt. Romanoff had better come off from Lazaroff, now that a jingo carries the gun in England.

FEVER GERMS.

Typhoid fever germs, it has long been known, may readily be conveyed in milk and may thereby produce the disease in the system of the human recipient. Recent investigations in London lead to the belief that scarlet fever and diphtheria may also be spread by the same agency. Dr. KLEIN and Mr. POWER, two recognized authorities in sanitary science, have, as the result of a number of experiments, established this fact, and that scarlet fever is the effect or accompaniment of a distinct microcosm, produced by or accompanying an eruptive disease of the cow's udder. The evidence to this effect seems almost positive. A recent outbreak of scarlet fever among the patrons of a particular dairy, kept with scrupulous cleanliness, for a long time puzzled the doctors to assign it a cause. Then it was discovered that the disease only occurred among those supplied with milk from one of the sections into which the establishment was divided, and that in this four new cows had lately been introduced. Those were examined and all found to be affected with a pecular rash, with the matter from which calves were inoculated; all exhibited scarlet fever symptoms and all died. The germs were found to breed in milk with great rapidity, and some poor families who had sought to be given the supply that had been refused by regular customers were attacked by the fever. This was held to be conclusive, and, though not so well authenticated, it is believed diphtheria has also been spread by the same means. If further investigation bears out these ideas a reason will have been found for the almost unaccountable outbreaks of these two diseases that have been noted so frequently of late in sections of country which precluded the idea of ordinarily accepted causes being the real ones of the trouble.

ANOTHER APPEAL.

In leading political circles in Britain it is believed that another appeal to the people will shortly be held. Whig support to Lord Salisbury's Ministry is hardly to be depended on, and the Liberal Unionists, generally, have nothing in common with Conservative policy, except opposition to Mr. Gladstone's Home Rule scheme. Under these conditions a strong Government seems impossible, and that, a desirable thing at any time, is doubly necessary with important domestic legislation to effect and foreign complications imminent. Time will show how many Whigs and Liberals are ready to adopt Conservative ideas till an Irish Bill, acceptable to Unionist principles shall have been passed, but the indications do not point to a lengthy lease of power by Lord Salisbury. The refusal of Hartington and Chamberlain to form part of the new Administration is a sign that these leaders, with what followers they can command, are to play a waiting game. The outcome is hard to predict, but it is possible that it is the unexpected that will happen. Lord Salisbury and his vigorous lieutenant, Churchill, are both in poor health, and they have a hard task before them.

MAYOR HOWLAND, of Toronto, asserts that Senator Frank Smith & Co., who own the street car system in that city, are assessed for an income of $12,000 a year, whereas their income is more like $100,000. The Mayor says he will make them disgorge.

THE restless activity of Great Britain in extending its empire in all quarters of the civilized and uncivilized world has been the secret of its wonderful strength in the past, and given it the right to make the proud boast that its Queen ruled over an empire on which the sun never sets. It is still pursuing the same policy which made the Hudson's Bay and East India Companies such tremendous power years ago, and established them as giant monopolies, through the means of which their incorporators were enriched and the territory of their Government was extended. The latest act in pursuance of this policy is the issuing of a charter to the National African Company, the effect of which in the near future will inevitably be to make the Niger practically an English river. The Capital of the new company is authorized as £1,000,000 to begin with, and the possibilities of its extension are unlimited. The concern is a limited liability joint stock affair, with its principal offices at Ludgate Hill, and the stockholders are empowered by the charter to hold and retain all "rights, interests, authorities and powers for purposes of government, protection of public order, protection of the said territories, or otherwise of what nature or kind so ever already acquired or yet to be acquired in the basin of the river Niger.

THE RIGHT TO SHOOT SHEEP-WORRYING DOGS.

The Edinburgh *Scotsman* gives the following particulars of an interesting sheep-destroying-dog-shooting case: In the Perthshire Sheriff Court, William and Alexander Turner, farmers, Waterside, sued John McLaren, flesher, Dunblane, for £12 as the value of sheep worried by defender's dogs, and 6s 10s as compensation for injury to their flocks caused by the defender's dogs. Sheriff Grahame has now decerned in pursuers' favor for £13, 18s., with expenses of process. In the course of the case the defender called in question the pursuers' right to shoot, as they had done, one of his dogs, and maintained that even assuming their having been entitled to do so under the circumstances, the value of the dog ought to be deducted in estimating the amount of damages due. Dealing with these points the sheriff said he thought there could be no doubt that if the proprietor of a flock of sheep finds a dog in the act of worrying them, he is entitled to kill it if he can, exactly as he would do a wild beast, without thereby incurring any responsibility to the owner. A sheep-worrying dog was a worthless and dangerous possession, and its owner could have no claim against any party who killed it in the act of attacking his sheep.

ESTABLISHED 1858.

A. GILMORE,

MERCHANT TAILOR AND CLOTHIER,

Has just received about 40 dozen

New Hats, in all the Latest Styles and Colors,

Both hard and Soft. Prices from 75c to $5.00 each.

Persons wishing a Stylish Hat at bottom prices will save money by calling here.

Johnson Street, - - Victoria, B. C.

Life Insurance.

MUTUAL LIFE INSURANCE Co

Of New York.

THE STRONGEST COMPANY IN THE WHOLE WORLD.

ASSETS OVER $110,000,000.

The undersigned, General Agents for British Columbia, have engaged GEO. H. COUVRETTE as their Solicitor for this Province. He will be pleased to call and explain the different systems of the Company, particularly the new

Five Year Distribution Plan

Which this Company so generously puts before the public at large.

H. F. HEISTERMAN & Co., Agents,

Government Street, Victoria, B. C. aug2 1m

For the Next Thirty Days

A. GREGG AND SON,

Artist Tailors, will make

A GREAT REDUCTION

From former Prices, FOR CASH, in

GENTS' GARMENTS

Gents' Garments

To make room for our Fall Stock of Cloths, now on the way from Europe.

A. GREGG & SON, Artist Tailors,

Corner of Pandora and Douglas Streets.

jly 24 1m

Salvage Sale

OF

INSURED GOODS

AT THE

Commerce House,

FOR CASH ONLY!

The Whole Stock must be Sold before removing to the New Store.

The following Goods were damaged by removal in consequence of the fire on Saturday night, and MUST BE SOLD AT ONCE.

2594 yds Black and Colored Silks and Satins.
750 yds Dress Stuffs.
2728 yds Colored and Black French Cashmeres.
1412 yds Dress Prints.
2569 yds White and Grey Cottons.
2501 yds Ticking.
9 doz Parasols and Umbrellas.
84 doz Corsets.
50 Summer Mantles and Visites, very rich and new.
90 Washing Costumes, new styles.
10 doz Silk Hosiery and Underwear.
24 doz Silk Handkerchiefs.

The balance of the large stock not damaged by removal will be marked at such Prices as will make a speedy clearance, as no goods now in stock will be removed into the new store.

MEN'S FURNISHING GOODS.

96 doz Shirts | 20 doz Hats,
75 doz Silk Ties, | 200 doz Half Hose

TRUNKS AND VALISES.

HOUSE FURNISHING GOODS.

75 pieces new Tapestry Carpets.
19 pieces new Brussels Carpets.
5 pieces 5-4 Felt Carpets, 20 cents per yard.
20 doz Window Shades.
3-4, 4-4, 5-4, 6-4 Oilcloth, 20 cents per square yd
300 pair Lace Curtains.

No Such Opportunity

Has before been offered the Victoria public for getting first-class Staple Goods at such prices.

Don't Forget: "The Early" Bird Catches the Worm.

☞The store will be closed on Saturday, and the Sale will Commence on

MONDAY, JULY 12th.

ly 10 DAVID SPENCER.

PASTURAGE.

FIRST class pasturage for horses at North Oak Farm, 3½ miles from town on the Saanich Road, over 100 acres of a run with fine spring of water. Terms per month, small horses $2, large $2.50.

july 22-1m WM. FOOT.

Hotels and Restaurants.

The Burrard Hotel,

Cor. Hastings St. & Columbia Avenue,

VANCOUVER, B. C.

Will Re-open about July 1st.

may 10 MARTIN & BALFOUR, Proprietors.

The Colonist Hotel!

BEACON HILL.

Lovely Scenery! Beautiful Surroundings!

A pleasant and healthful summer resort, overlooking Juan de Fuca Straits, and only one mile from the Postoffice, Victoria.

Families can be provided with suites of room at moderate charges. A first-class Cook has just been engaged. Telephone call 947. mar22

Globe Hotel,

ESQUIMALT.

Board and Lodging moderate. Billiard Room attached.

☞No Chinamen employed.

aug7 tf DOYLE & FISHER, Proprietors.

California Hotel,

Cor. Washington and Adams sts.,

Port Townsend, Washington Ter

BOARD—Per Week, with Lodging, $5. Single Meals, 25 cents.

Best of accommodations and everything in first class style. Billiard and Pool Table.

jely17 CAPT. C. GILBERT, Proprietor.

SUNNYSIDE HOTEL,

GRANVILLE.

FIRST-CLASS in every particular. Rates, $1, $1.50 and $2 per day, according to accommodation. Special rates by the week or month. The largest and most commodious hotel on Burrard Inlet. Fittings and furnishings throughout new. A large number of guests can be accommodated.

oct13 H. BEMLOW, Proprietor.

The Gordon Hotel,

Johnson St., between Store & Wharf

WHERE "OLD BOB" will be found at his usual business of selling BAD WHISKEY, but good Cigars.

The undersigned cordially invites old and new friends to give him a call.

ROBERT McDERMOTT.

Victoria, January 8th, 1886. jan8

COSMOPOLITAN HOTEL,

Southeast Cor. Fort and Douglas Sts.

VICTORIA, B. C.

Board and Lodging, per week ..... $5.50 and $6.
Board, per week $4.50
Beds, per night 50cts

No Chinese Employed.

The bar is supplied with the best Wines, Liquors and Cigars.

sep16 JOHN BEHRYMAN, Propr.

Educational.

Annie Wright Seminary,

TACOMA, W. T.

A BOARDING AND DAY SCHOOL FOR GIRLS.

$50,000 Endowment.

CHRISTMAS TERM begins Sept. 9, 1886.

The best instruction is given in English, German, French, Latin, Music, Drawing and Painting.

Pupils are taken at all ages and at any time. It is important however, to enter early in the term.

The design of the school is to furnish a pleasant Christian home where girls can receive thorough systematic instruction, combined with culture and refinement.

For catalogue and particulars address the Principal.

MRS. LEMUEL H. WELLS,

july15 D&W 2m Tacoma, W. T.

Washington College,

TACOMA, W. T.

BOARDING AND DAY SCHOOL FOR BOYS AND YOUNG MEN.

The Right Rev. Bishop PADDOCK, D. D., Rector.

Christmas Term begins Sept. 2nd, 1886.

The following Departments thoroughly taught: Languages (Ancient and Modern); English (Composition, Rhetoric, &c.); Mathematics (Pure and Applied); Science (Chemistry, Physics, Botany, &c.; Business (Bookkeeping, Penmanship, Commercial Arithmetic, Correspondence, Shorthand, &c.; Music (Vocal and Instrumental); Drawing. For terms, address

july26 Deod W PROF. J. TAIT, Principal.

E. G. PRIOR,

—IMPORTER OF—

Iron, Steel,

HARDWARE

—AND—

Agricult'rl Machinery

Builders' Hardware,
Miners' Outfits,
Farm Wagons,
Plows, Harrows,
Mowers, Reapers
Twine Binders,
Etc., Etc., Etc.

GOVERNMENT ST., - VICTORIA.

J. A. FINNEY,

AUCTIONEER,

VANCOUVER.

☞*Consignments Solicited.*

Parties consigning goods can depend upon ready sale owing to demand caused by the late fire.

July 5

TOWN OF FARWELL

Lots for Sale.

ALLSOP & MASON.

oct19 6m

FOR SALE,

Section 19, North Range 1, West Saanich.

With improvements thereon.

Apply to HARRISON & MCLACHLAN
july 7 Government Street.

FOR SALE,

A PAYING BUSINESS

IN NEW WESTMINSTER for sale. Six Bedrooms, well furnished. Dining Room and Furniture, Kitchen, with Range, Cooking Utensils and Table Ware. Price $1200. Reasons for selling, old age and being unable to attend to the business. Address W., HERALD office, Vancouver. july10

W. F. TOLMIE

Has some handsome SHORT-HORNS to show and will welcome visitors.

—FOR SALE—

QUENTIN, a Red Roan and White Bull, high grade; calved 21st August, 1885.

One Smith's Falls Reaper, in good order; is the only for three seasons on one farm.

Cloverdale, V. D.; P. O. Box 228, Victoria.

July 22 1m D&W

MADAME WHARTON,

Planet Reader.

DESIRABLE AND USEFUL to all persons. Charges according to the value of the Planets near the cost not exceeding $1. The day of the month and hour of the day required. Correspondents must enclose stamp when desiring a reply.

MADAME WHARTON,
july16 Hair Store,
Yates street, Victoria.

Milwaukee Lager,

Milwaukee Lager,

25 per cent. under former price.

At BOUCHERAT & CO.'S,
july29 1m Yates street.

D. M. EBERTS. W. J. TAYLOR.

Eberts & Taylor,

BARRISTERS & SOLICITORS,

Langley Street, Victoria

sep 28 1ds

Portland Advertisem'ts.

The St. Charles,

LEADING HOTEL

Of the Northwest,

Corner Front and Morrison Streets

PORTLAND, OREGON.

☞ 200 ROOMS. ☜

C. W. KNOWLES, Prop.

THE HOUSE has just been thoroughly overhauled, from ground floor to attic, being repainted, papered and refurnished throughout. Twenty additional rooms on the west end, second floor, all entirely new in appointments.

An OTIS ELEVATOR has just been introduced, with a capacity for carrying ten tons weight, making the upper floors as convenient as those on the ground.

THE ST. CHARLES, as now arranged, is undoubtedly the finest and most complete establishment of the kind in the Northwest.

THE RESTAURANT

In charge of CHARLES HEILMAN, is conducted in first class style and affords visitors every luxury known to the epicure. june1

Dr. SPINNEY

Multnomah Block, opposite Post office,

PORTLAND, OREGON.

TREATS with the same remarkable success as of old, ALL CHRONIC, NERVOUS AND SPECIAL DISEASES. Correspondence solicited and prompt attention given thereto. Call, or write for pamphlet and list of questions. june1

W. S. SIRKY. L. C. COULTER

Louisville Restaurant,

170 FIRST STREET.

Portland, - - Oregon.

COULTER & SIRKY, Proprietors.

Private rooms for ladies. Open day and night. june6 1m

J. McCRAKEN & Co.

Importers, Wholesale Grocers and

Commission Merchants,

60, 62 and 64 North Front Street,

PORTLAND, - - - OREGON.

june8

Corbett & Macleay,

Importers and

Wholesale Grocers,

SHIPPING AND

Commission Merchants

PORTLAND, - - - OREGON.

june8 DAW

—THE—

'PORTLAND'

CHOICE FAMILY

Patent Roller

FLOUR

Is the Best, Healthiest and

CHEAPEST!

For sale by all the leading Dealers.

USE NO OTHER!

june8

Red Crown Roller Mills

Manufacturers of Albany Patent, Snow Flake Family Windsor, Bakers' and Mount Hood Superfine Flour.

For sale at wholesale and retail by all respectable grocers.

TRY IT. Mills at Albany, Oregon.

ISOM, LANNING & CO.

aug 14 tf Proprietors.

Awarded First Premium at Oregon State Fair 1882, 1883, 1884. Awarded First Premium at Portland Mechanics Fair, 1883, 1885, 1886.

Capitol Mills Flour

FULL ROLLER PROCESS,

Manufactured by the Salem (Oregon) Capitol Flour Mills Company, Limited.

☞ONCE TRIED ALWAYS USED.

The above flour was sold at New Orleans, after close of the Exhibition, for 75 cents per barrel more than flour from other States, and pronounced by Mr. Redon, the Baker who bought it, that best he had ever used.

Head Office—Edinburgh, Scotland.
Mills—Salem, Oregon.
PORTLAND AGENT:
ALEX. GRANT,
9 Stark street

OREGON MILLING CO.'S

ROYAL FLOUR

THE BEST IN THE MARKET.

Carried off two premiums at the late Mechanics' Fair, Portland. At New Orleans was sold at close of Exhibition at a higher price than any other flour, and pronounced by leading bakers to be the best they ever used.

☞Sold by all leading Grocers.

JOHN WILSON,
Moody's Block, Yates street, Victoria,
Agent for British Columbia.

Empire Brewery.

HENNING PETERS, late of the Lion Brewery, is now prepared to supply the trade and families with all kinds of

Beer, Ale and Porter.

The Brewery is situated on Spring Ridge, and is built over a well of pure, ever running spring water. This fact enables me to manufacture the very finest brands, equal to any imported Ale, Beer and Porter.

The machinery used is of latest pattern, the ingredients are pure water, malt and hops, and a trial is only necessary to convince that the brands are the finest manufactured in the Province.

All orders for city supply, or for shipment to Island or Mainland points will receive prompt attention and a satisfactory article furnished.

HENNING PETERS,
Empire Brewery,
oct16 tf Spring Ridge, Victoria, B. C.

FIRE FIRE!

TESTIMONIAL.

VANCOUVER, 23rd June, 1886.

MR. G. ROBERTSON;
Vancouver,
Representing Goldie & McCulloch,
Galt, Ont.

SIR,—We the undersigned having witnessed the terrible fire which wiped out of existence the young city of Vancouver, on the 13th inst. have, after the fire, examined the safes sold by you, some of which were put to the most severe test, having been surrounded by large quantities of lard and bacon, and we are pleased to testify to the remarkable manner in which every Safe sold by you preserved its contents, not only books and papers, but also thousand, of dollars in paper money were taken out in perfect condition. We can, therefore, with the greatest confidence, recommend them as thoroughly fire proof.

L. A. Hamilton, for the Canadian Pacific Railway Company; M. A. MacLean, Mayor; John J. Blake, Stipendiary Magistrate; Rich'd. Alexander, Justice of the Peace; John Boultbee, Police Magistrate, City of Vancouver; Thomas Dunn, Justice of the Peace; Isaac Johns, Col.; Edward E. Rand, Real Estate Broker; R. Balfour, Alderman; John Rankin, Real Estate Broker; Ridley & Elson, Royal Hotel; John H. F. Keefer, Contractor, C. P. R.; J. W. McFarlane, Port Moody, to Vancouver and Burrard Inlet; F. C. Innes & Co., Real Estate Brokers; A. W. Ross, Real Estate Broker; Gravely & Spinks, Real Estate Brokers; R. C. Ferguson, Mgr. R. C. P. Mills.

Garesche, Green & Co.,

BANKERS,

GOVERNMENT ST., VICTORIA, B. C.

DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

GOLD DUST & U. S. CURRENCY

PURCHASED AT HIGHEST MARKET RATES.

Sight Drafts & Telegraphic Transfers

San Francisco, New York & Canada.

Exchange on London.

Available in all parts of Europe, England, Ireland and Scotland.

LETTERS OF CREDIT issued on the Principal Cities of the United States, Canada and Europe.

Agents for Wells, Fargo & Co.

John Meston

CARRIAGE MAKER,

BLACKSMITH, Etc.,

Government street, between Johnson and Pandora Streets,

VICTORIA, B. C.

QUEEN'S MARKET

GOVERNMENT ST. VICTORIA B. C.

L. GOODACRE,

WHOLESALE AND RETAIL

BUTCHER.

Contractor by appointment to Her Majesty's Royal Navy.

Shipping Supplied at Lowest Rates

A. & W. WILSON

Plumbers, Gas Fitters,

BELL HANGERS AND TINSMITHS

Dealers in Best Descriptions

Heating and Cooking Stoves,

Ranges, Etc.

FORT STREET, VICTORIA, B. C.

TELEPHONE CALL, 126.

KURTZ & Co.,

Pioneer White Labor

Cigar and Cigarette

Manufacturers.

Established, 1879.

VICTORIA, - - BRITISH COLUMBIA

ESTABLISHED 1884

W. E. CHAMBERLAIN & T. A. ROBINSON

PACIFIC Business College, 320 POST ST. SAN FRANCISCO

LIFE SCHOLARSHIPS $75

No Vacations

DAY AND EVENING SESSIONS

☞Ladies admitted into all departments.

☞Send for circular.

C. B. ROBELEE,

Carpenter, Joiner and Contractor

WHARF STREET, near JOHNSON

VICTORIA.

All kinds of Jobbing promptly attended to and satisfaction guaranteed.

☞Houses built on the instalment plan.

Charges Moderate.

oct15 3m

The Daily Times.

MY LADY'S MONEY.

BY WILKIE COLLINS.

An Episode in the Life of a Young Girl.

CHAPTER XVIII.

Sharon's news was not of an encouraging character. He had met with serious difficulties, and had spent the last farthing of Moody's money in attempting to overcome them.

One discovery of importance he had certainly made. A horse withdrawn from the sale was the only horse that had met with Hardyman's approval. He had secured the animal at the high reserved price of twelve thousand francs—being four hundred and eighty pounds in English money—and he had paid with an English bank note. The seller (a French horse dealer resident in Brussels) had returned to Belgium immediately on completing the negotiation. Sharon had ascertained his address, and had written to him at Brussels, inclosing the number of the lost bank-note. In two days he had received an answer informing him that the horse dealer had been called to England by the illness of a relative, and that he had hitherto failed to send any address to which his letters could be forwarded. Hearing this, and having exhausted his funds, Sharon had returned to London. It now rested with Moody to decide whether the course of the inquiry should follow the horse dealer next. There was the cash account, showing how the money had been spent. And there was Sharon, with his pipe in his mouth and his dog on his lap, waiting for orders.

Moody wisely took time to consider before he committed himself to a decision. In the meanwhile he ventured to recommend a new course of proceeding which Sharon's report had suggested to his mind.

"It seems to me," he said, "that we have taken the roundabout way of getting to our end in view, when the straight road lay before us. If Mr. Hardyman has passed the stolen note, you know as well as I do that he has passed it innocently. Instead of wasting time and money in trying to trace a stranger, why not tell Mr. Hardyman what has happened, and ask him to give us the number of the note? You can't think of everything, I know; but it does seem strange that this idea didn't occur to you before you went to France."

"Mr. Moody," said Old Sharon, "I shall have to cut your acquaintance. You are a man without faith; I don't like you. As if I hadn't thought of Hardyman weeks since!" he exclaimed, contemptuously. "Are you really soft enough to suppose that a gentleman in his position would talk about his money affairs to me? You know mighty little of him if you do. A fortnight since I sent one of my men (most respectably dressed) to hang about his farm and see what information he could pick up. My man became painfully acquainted with the toe of a boot. It was thick, sir; and it was Hardyman's."

"I will—on the risk of the boot," Moody replied, in his quiet way.

"And put the question to Hardyman?"

"Yes."

"Very good," said Sharon. "If you get your answer from his tongue instead of his boot the case is at an end—unless I have made a complete mess of it. Look here, Moody! If you want to do me a good turn, tell the lawyer that the guinea opinion was the right one. Let him know that *he* was the

"Tell the lawyer that the guinea opinion was the right one."

fool, not you, when he buttoned up his pockets and refused to trust me. And, I say!" pursued Old Sharon, relapsing into his customary impudence, "you're in love, you know, with that nice girl. I like her myself. When you marry her invite me to the wedding. I'll make a sacrifice—I'll brush my hair and wash my face in honor of the occasion."

Returning to his lodgings, Moody found two letters waiting on the table. One of them bore the South Morden postmark. He opened that letter first.

It was written by Miss Pink. The first lines contained an urgent entreaty to keep the circumstances connected with the loss of the five hundred pounds the strictest secret from every one in general, and from Hardyman in particular. The reason assigned for making the strange request were next expressed in these terms: "My niece Isabel is, I am happy to inform you, engaged to be married to Mr. Hardyman. If the slightest hint reached him of her having been associated, no matter how cruelly and unjustly, with a suspicion of theft, the marriage would be broken off, and the result to herself and to everybody connected with her would be disgrace for the rest of our lives."

On the blank space at the foot of the page a few words were added in Isabel's writing: "Whatever changes there may be in my life, your place in my heart is one that no other person can fill; it is the place of my dearest friend. Pray write and tell me that you are not distressed and not angry. My one anxiety is that you should remember what I have always told you about the state of my own feelings. My one wish is that you will still let me love you and value you as I might have loved and valued a brother."

The letter dropped from Moody's hands. Not a word, not even a sigh, passed his lips. In tearless silence he submitted to the pang that wrung him—in tearless silence he contemplated the wreck of his life.

CHAPTER XIX.

The narrative returns to South Morden, and follows the events which attended Isabel's marriage engagement.

To say that Miss Pink, inflated by triumph, rose, morally speaking, from the earth, and floated among the clouds, is to indicate faintly the effect produced on the ex-schoolmistress when her niece first informed her of what had happened at the farm. Attacked on one side by her aunt and on the other by Hardyman, and feebly defended, at the best, by her own doubts and misgivings, Isabel ended in surrendering at discretion. Like thousands of other women in a similar position, she was in the least degree uncertain as to the state of her own heart. To what extent she was insensibly influenced by Hardyman's commanding position in believing herself to be sincerely attached to him, it was beyond her power of self-examination to discover. He doubly dazzled her by his birth and by his celebrity. Not in England only, but throughout Europe, he was a recognized authority on his own subject. How could she—how could any woman—resist the influence of his steady mind, his firmness of purpose, his manly resolution to owe everything to himself and nothing to his rank, set off, as these attractive qualities were, by the outward and personal advantages which exercise an ascendancy of their own? Isabel was fascinated, and yet Isabel was not at ease. In her lonely moments she was troubled by regretful thoughts of Moody, which perplexed and irritated her. She had always behaved honestly to him; she had never encouraged him to hope that his love for her had the faintest prospect of being returned. Yet, knowing as she did that her conduct was blameless so far, there were nevertheless perverse sympathies in her which took his part. In the wakeful hours of the night there were whispering voices which said: Think of Moody! Had there been a growing kindness toward this good friend in her heart, of which she was herself not aware? She tried to detect it—to weigh it for what it was really worth. But it lay too deep to be discovered and estimated, if it did really exist—if it had any sounder origin than her own morbid fancy. In the broad light of day, in the little bustling duties of life, she forgot it again. She could think of what she ought to wear on the wedding day; she could even try privately how her new signature, "Isabel Hardyman," would look when she had the right to use it. On the whole, it may be said that the time passed smoothly, with some occasional checks and drawbacks, which were the more easily endured seeing that they took their rise in Isabel's own conduct. Compliant as she was in general, there were two instances, among others, in which her resolution to take her own way was not to be overcome. She refused to write either to Moody or to Lady Lydiard informing them of her engagement, and she steadily disapproved of Miss Pink's policy of concealment in the matter of the robbery at Lady Lydiard's house. Her aunt could only secure her as a passive accomplice by stating family considerations in the strongest possible terms. "If the disgrace was confined to you, my dear, I might leave you to decide. But I am involved in it, as your nearest relative; and, what is more, even the sacred memories of your father and mother might feel the slur cast on them." This exaggerated language—like all exaggerated language, a mischievous weapon in the arsenal of weakness and prejudice—had its effect on Isabel. Reluctantly and sadly she consented to be silent.

(TO BE CONTINUED.)

THE WHIMS OF ENGINES.

LOCOMOTIVES THAT GET THE SULKS AND HAVE BALKY STREAKS.

An Account of the Stubbornest Engine That was Ever Put on a Road—Likes and Dislikes Between Locomotives and Engineers—Some Cases.

"Locomotives are funny things," said an Erie engineer, "and I've seen them sometimes when I believed they were actually human. They get the sulks and have balky streaks, and when they're in such moods you can't make time with them any more than you can fly. Then, again, they'll be as chipper and willing as a thoroughbred horse, and you actually have to hold 'em in to keep from running into stations ahead of time.

"I suppose the subbornest locomotive that was ever put on a road was one of the 'Twin Sisters,' a couple of splendid machines built by the New York Central a few years ago. They were made exactly alike in every particular, from the same patterns, by the same workmen, and with the same materials. There wasn't a man on the road that could tell which was which until their numbers were painted on them. They were beauties, and the engineers who were assigned to duty on them were the envy of all the boys. When the engines were put on trial one of the locomotives developed amazing power and speed. She could take a freight train up a grade with scarcely an effort, and with a passenger train made fifty miles an hour with ease.

SPITEFUL PUFFS OF BLACK SMOKE.

"The other wouldn't go at all. Even when pulled wide open she would simply give a few spiteful puffs of black smoke, a few turns of her driving wheels, and then would stop. The way she exhausted steam showed she was a vixen. She was taken apart and not a single thing could be found wrong with her mechanism. Different parts of the locomotive that was so great a success were exchanged for the same parts in the stubborn one. The willing locomotive ran as well as ever, but the stubborn one refused to move a peg. They tried half a dozen different engineers on her—for you must know that sometimes a locomotive is particular about the man that handles her throttle, and will do work for one that she refuses to do for another; but she treated them all with equal disdain. They put her in the roundhouse and kept her there for six months, thinking that she might get over her balky fit, and run all right on another trial.

"One day they fired her up and tried her. She started off like a beauty, and ran two miles in a little over two minutes. Then she stopped, and couldn't be induced to make a move in either direction. She was towed back to the shops and taken to pieces. The same machinery was used in building another locomotive, and that one was as big a success as the mate of the stubborn engine, and when I last heard of her she was still one of the best engines on the road.

"It sounds queer to say that locomotives have their likes and dislikes, but it actually does seem that they have, and there are few engineers who don't believe it. There isn't a railroad man who can't tell you instances by the dozen of engines that positively would not make time with some engineers; but would get there every time under the hands of others. You might say it was the fault of the engineers if the engines did not make their time, but I have known the very best engineers that ever mounted the footboard who have been obliged to be transferred from locomotives placed in their charge because the locomotives would not make their time, but which, under the hand of other engineers neither as skillful nor so experienced, would never run behind."

A CASE OF MUTUAL ATTACHMENT.

"Take the case of Josh Martin and Gad Lyman, two of the old-time Erie engineers, and either of them without a superior in their day. Josh was running a locomotive that he was greatly attached to, and the sequel proved that the attachment was mutual. For some reason or other the superintendent of the road wanted Josh's locomotive for use on a portion of the road that Lyman ran on, so he ordered Lyman and Martin to exchange engines. The old fellows who remember it say that when Josh's engine was run away from Port Jarvis, Josh cried like a baby, and that the engine herself was all broke up at the parting, for she was an hour longer than she should have been in getting to her new field of labor. Gad Lyman took charge of her, but she had made up her mind that she would not work under him, and she didn't. She got stalled with the lightest trains, and never made her run on time. After a week's trial Lyman reported the locomotive 'No good,' and she was condemned to run the gravel train. She worked as balky and sulky as ever, and the superintendent ordered her taken to Paterson and broken up.

"Josh Martin heard of this, and came down the road a-flyin'. He begged to have his 'old gal' back again, and finally the superintendent said he might try her. Josh mounted his footboard once more, and when he pulled the throttle away she went like a bird. She made the run back to Port Jervis quicker than any locomotive had ever done it up to that day, and Josh Martin ran her for years over the Delaware division after that, and always made his run on time as easy as could be, except in case of accident. No, sir; the fact of the matter was, Josh and that engine just loved one another, and simply would not be parted; and there are plenty of cases just like it to-day."—New York Times.

Paris' Artificial Flower Makers.

The army of artificial flower makers in Paris is said to number not less than 30,000 souls. No country equals France in this art, and expert artificers—generally girls—can always find work at good wages.

Railways and Steamers.

From the Pacific to the Atlantic.

OUR NATIONAL HIGHWAY.

The Canadian Pacific Railway

Is now open for Freight and Passenger Traffic and Trains are running through

Between Port Moody, Winnipeg, Ottawa, Toronto, Montreal, Quebec, Halifax, St. Paul, Chicago,

And all points in CANADA and the UNITED STATES.

The EQUIPMENT of this line is ALL NEW and of the HIGHEST CLASS.

Our Sleeping & Dining Cars ARE LUXURIOUS, and our FIRST AND SECOND CLASS COACHES MARVELS OF COMFORT.

The CUISINE of our DINING CARS

Is Unequalled; every Luxury of the Season is served in them.

CONDENSED TIME TABLE.

Atlantic Express leaves Port Moody Daily (except Monday) at 13.00 o'clock, on arrival of C. P. Navigation Company's steamer from Victoria.

Arrive Winnipeg	17.10 o'clock	Arrive Quebec	14.30 o'clock
" Port Arthur	11.45 "	" Toronto	11.45 "
" Ottawa	4.38 "	" St. Paul	7.00 "
" Montreal	8.30 "	" Chicago	7.00 "

Time through from Port Moody to Montreal, 137 Hours.

WE RUN THE WHOLE GAMUT OF THE

Grandest Scenery in the World, Mountains, LAKES, STREAMS and PRAIRIE.

Smooth, well ballasted Steel Track. NO DUST. FREE SECOND-CLASS SLEEPING CARS

When Going East Purchase TICKETS via Canadian Pac Railway.

☞ Mark and consign your freight by this line.

For Tickets, Sleeping Car Berths, and all information, apply at Office of the Canadian Pacific Navigation Company, Wharf Street, Victoria, B. C.; or, C. P. R. Agent, Port Moody.

W. C. VAN HORNE, Vice President. GEORGE OLDS, General Traffic Manager.
H. ABBOTT, General Superintendent.
ROBERT KERR, General Freight and Passenger Agent.

The Great Overand Route.

Northern Pacific R. R.

The only line running Pullman Palace Sleeping Cars, Magnificent Day Coaches and Elegant Emigrant Sleeping Cars, with Berths free of charge.

From Washington and Oregon points to the East via

ST. PAUL AND MINNEAPOLIS.

The only Transcontinental Line running Palace Dining Cars. (Meals, 75 cents.)

Fastest time ever made from the Coast over the Northern Pacific Railroad to Sioux City, Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Burlington, Quincy, St. Louis, Chicago, and all points throughout the East and Southeast, via St. Paul and Minneapolis.

EMIGRANT SLEEPING CARS

Are hauled on regular express trains over the entire length of the Northern Pacific R. R. Passengers can save $7 to $9 by buying through Eastern tickets from the Victoria Agent. No change of cars.

Leave Portland, going East, at 3 p. m. daily; arrive at Minneapolis or St. Paul 12.30 p. m. (noon) fourth day.

Connections made at St. Paul and Minneapolis to all points East, South and Southeast.

Trains leave Portland for Tacoma at 11.45 p. m. daily, arrive at Tacoma 6.30 p. m., connecting with O. R. and N. Co.'s boats for all points on Puget Sound, arriving in Victoria at 9.30 a. m.

A. D. CHARLTON, Gen. Western Pass. Agent
No. 2 Washington Street, Portland.

Robert Irving, Agent, Victoria.

Oregon Railway & Navigation Co.

TIME TABLE.
Commencing Monday, Aug. 2, 1886.

ATLANTIC EXPRESS.

Leave Victoria at	6.00 a.m.
Arrives at Townsend at	10.00 a.m
Leaves Townsend at	10.30 a.m
Arrives at Seattle at	2.30 p.m.
Leaves Seattle at	3.45 p.m.
Arrives at Tacoma at	5.45 p.m.

PACIFIC EXPRESS.

Leaves St. Paul at	4.00 p.m.
Leaves Helena at	6.15 p.m.
Leaves Wallula at	10.50 p.m.
Arrives at Portland at	10.20 a.m.
Leaves Portland at	11.00 a.m.
Leaves Tacoma at	4.00 a.m.
Arrives at Seattle at	6.15 a.m.
Leaves Seattle at	7.00 a.m.
Arrives at Townsend at	11.00 a.m.
Leaves Townsend at	11.30 a.m.
Arrives at Victoria at	2.30 p.m.

For further particulars, apply to
ROBERT IRVING, General Ticket Agent.
Office—C. P. N. Co.'s building, Wharf street.

SECURE YOUR TICKETS FOR Overland Travel BY THE GREAT

Albert Lea AND Rock Island ROUTES.

Connecting with the N. P. R. R AT ST. PAUL AND MINNEAPOLIS

COMFORT, SPEED, PLEASURE CHEAPNESS,
—ALL COMBINED,—

ROBERT IRVING, Agent, Victoria.
CHAS. KENNEDY, Passenger Agent, Portland, Oreg

GENERAL PASSENGER AGENCY.

ATLANTIC STEAMSHIP LINES,

To or from Great Britain or the Continent.

Berths secured in advance by Telegraph.

HALL & COEPEL,
GOVERNMENT ST., VICTORIA.

LIVINGSTON & CO.,
25 and 27 Fremont street, San Francisco, Cal., DEALERS IN

CALIFORNIA WINES AND FINEST BOURBON WHISKIES.
ap15 3m

C. P. Navigation Co.
(LIMITED.)

TIME TABLE NO. 2,
Taking effect July 12, 1886.

Burrard Inlet Route.

VICTORIA TO
Port Moody and Vancouver, Daily except Monday, at 2 o'clock.
Moodyville and Hastings, Wednesday and Friday, at 2 o'clock.
Port Moody to Victoria, Daily except Monday, at 12.30 o'clock.
Vancouver to Victoria, Daily except Monday, at 13.30 o'clock.

New Westminster Route.

LEAVE VICTORIA
For New Westminster, Ladner's Landing and Lulu Island, Monday at 2 o'clock, Wednesday and Friday, at 7 o'clock.
Plumper Pass, Friday, at 7 o'clock.
Port Hammond, Monday at 2 o'clock, Friday at 7 o'clock.
Leaves Port Hammond for Victoria, Monday at 13 o'clock, Friday at 19 o'clock.
Leaves New Westminst'r for Victoria, Tuesday, Thursday and Saturday at 7 o'clock.
For Plumper Pass, Tuesday at 7 o'clock.

Fraser River Route.

Leaves New Westminster for Hope, Chilliwhack, Sumass, and way Landings, Tuesday and Saturday at 7 o'clock
Leaves Hope for New Westminster and way Places, Monday and Wednesday at 8 o'clock.
Leaves Chilliwhack, 8 o'clock.

The Company reserves the right of changing this Time Table at any time without notification.

Steamers leave by Standard Time, which is 15 minutes faster than Victoria time.

G. A. CARLETON, GEN. AGENT. JOHN IRVING, MANAGER.

Grand Trunk Railway

The Old and Popular Route
MONTREAL, DETROIT, CHICAGO AND
All the Principal Points in Canada and the United States.

IT IS POSITIVELY THE ONLY LINE From TORONTO Running the Celebrated Pullman Palace Sleeping and Parlor Cars.

BEST AND QUICKEST ROUTE
Manitoba, British Columbia, and the Pacific Coast.
JOSEPH HICKSON, General Manager.

For Granite Creek.

THE undersigned is prepared to run a first class

SADDLE TRAIN!
From Coutlee's to Granite Creek

WILL LEAVE COUTLEE'S
Every Tuesday Morning

After the arrival of the mail from Spence's Bridge.

Returning, will leave Granite Creek EVERY THURSDAY MORNING.

Fare from Coutlee's to Granite Creek.....$7
Express freight.....3 cents per lb.

J. J. McDONALD, Proprietor.
ap5 D & W 1m

CHAS HAYWARD
Funeral Director and Embalmer.
Langley street VICTORIA, B. C.

Notice.

DURING my absence in California Frank Campbell holds my power of attorney.
P. MURPHY,
Adolphi Saloon.
October 3rd, 1885 oct3

Canadian Pacific R.R.

TIME TABLE,

In Effect July 20, 1886.

Passenger No. 2 Read down	Miles from Port Moody.	STATIONS.	Miles from Donald.	Passenger No. 1 Read up.
EAST				WEST
2.00		Lv VICTORIA Ar		10.30
13.00	0	Lv. Port Moody Ar.	446	12.00
13.22	12	..... Hammond.....	434	11.28
13.54	30	..... Warnock.....	416	11.06
14.21	50	..... Mission	406	10.32
14.41	60	..... Nicomen	397	9.47
15.13	49	..... Harrison	388	9.22
15.38	58	..... Agassis		
16.05	68	.....Ruby Creek.....	378	8.75
16.27	76	..... Hope	370	8.33
17.05		Ar De		7.55
17.15	93	Yale	356	7.45
17.57	103	..... Spuzzum.....	344	7.03
18.50	117	Ar North Bend De	329	6.10
19.00		De		6.00
19.29	126	..... Keefers.....	318	5.20
20.14	138	..... Cisco	308	4.40
20.32	144	..... Lytton	302	4.29
21.21	160	.....Drynock.....	286	3.37
21.52	166	....Spence's Bridge....	280	3.16
22.32	178	..... Spatsum.....	268	2.36
23.25	190	.....Ashcroft.....	253	1.48
24.15	207	..... Pennyo	239	24.55
24.35	214	..... Savonas	232	24.35
1.13	224	.....Cherry Creek	222	23.57
1.23	230	..... Tranquille.....	216	23.27
2.00	238	Arr.....Kamloops.. De	208	23.00
2.10	238	De.....Kamloops.. Arr	208	23.00
3.56	255	.....Ducks.....	191	22.[illegible]
3.38	271	.....Shuswap	174	21.24
4.20	287	.....Notch Hill	159	20.38
4.58	296	..... Tappen Siding	149	20.00
5.22	304	..... Salmon Arm	142	19.47
6.14	323	.....Sicamous.....	123	18.58
7.55	348	.....Craigellachie.....	107	18.12
8.45	356	..... Griffin Lake.....	95	17.25
8.55	358	..... Eagle Pass	88	16.50
9.10	367	Arr De		16.35
9.15		De Revelstoke Arr	79	16.00
10.30	378	..... Twin Butte	68	15.05
11.05	388	..... Albert Canyon	58	14.15
11.40	395	..... Illecillewaet	51	13.40
12.05	404	...Ross Peak Siding....	42	12.55
13.13	410	Arr Glac'r Hot'se De	25	11.57
13.20		De Glac'r Hot'se Ar		11.42
14.40	412	.....Rogers Pass.....	33	11.30
14.12	419	..... Bear Creek	23	10.57
14.56	429	..... Six Mile Creek....	17	10.07
15.35	434	..... Beaver	12	9.45
16.00	446	Ar.....Donald..... De	0	9.10
19.55		..... Field.....		6.20
3.00		.....Calgary.....		22.50
11.05		.....Medicine Hat.....		14.05
22.15		Lv		2.00
22.55		Arr Moosejaw Lv		1.30
24.50		..... Regina		23.45
11.35		.....Brandon.....		15.10
17.10		†Ar.....Winnipeg..Lv†		9.40
11.45		.....Port Arthur.....E		15.10
7.50		..... St. Paul		19.20
7.45		.....Chicago.....		22.05
12.45		.....New York.....		23.30
9.00		.....Boston.....		19.00
17.00		.....Brantford.....		10.50
17.43		.....London.....		11.30
13.45		.....Hamilton.....		12.10
11.40		.....Toronto.....		17.00
4.58		.....Ottawa.....		23.45
8.20		.....Montreal.....		20.00
14.20		.....Quebec.....		14.30

☞ Magnificent Parlor Sleeping Cars Attached to all Through Trains.

Trains East run on Eastern standard time between Port Arthur and Broadview on central standard time. Between Broadview and Donald on mountain standard time. West of Donald on Pacific standard time.

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ROBERT KERR, General Passenger Agent.

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Physicians, Surgeons & Accoucheurs.
OFFICE—Theater Block, Douglas street.

J. L. HALL, M.D., C.M. | F. W. HALL, M.D., C.M.
☞ Special attention given to diseases of the Throat, Chest and Skin. | ☞ Special attention given to diseases of the Ear, Eye and Ear.
ap1 tf Consultation Free.

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ESTABLISHED 1869.
YATES STREET, VICTORIA, B. C.
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july13 T. J. BURNES.

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JOHN TEAGUE,
ARCHITECT.
GOVERNMENT STREET. VICTORIA, B. C.

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ROBT. LIPSETT,
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NOTARY PUBLIC.
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Real Estate Agents.
PURCHASE, SELL AND LEASE PROPERTY, collect rents, make loans on mortgage and transact all business relating to
REAL ESTATE.
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MONTREAL,
MANUFACTURERS OF
Builders and Housefurnishing Hardware,
Parlor, Box, Heating, Cooking Stoves and Ranges, for Coal or Wood.
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CHEAPEST! Sole Manufacturers of the Genuine Mrs. Potts' Cold Handle SAD IRONS. BEST!

Advantages: Detachable Walnut Handle, requires no holder; Handle cool; Irons never tire the hand; Handle never comes off; Irons Ever Smooth; Perfect Fastener; Beware of Imitations.

Showing a Full Set of Irons—Excel All Other Irons.

Iron Railings and Crestings, Composite Wrought Iron Work, Iron Gates, Ornamental Iron Work of every description, Farm Gates, Stable Fittings, Wire Window Guards, Garden and Park Settees.

☞ LIGHT AND HEAVY CASTINGS TO ORDER.

Office of the CANADA BARB WIRE CO., H. R. Ives President and Manager. Manufacturers of Manitoba 4-Point Steel Barb Wire.
OFFICES—Queen street. Foundries and Workshops—Queen Street, Montreal, Longueuil, Quebec. july8 1m

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My Suits are made by LEVI THE TAILOR.

Has Received a Good Assortment of English, Scotch AND American GOODS.

The Finest Patterns in this Market.

Call at once and secure your $25 Suits and $7 Pants.

You Will Be Astonished At Prices.

☞ *Fit guaranteed in every case.* ☜
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37 Johnson Street, Victoria, B.C.
my4 1m

SO WAS MINE.

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New England Bakery, Government Street.

Fancy Cakes, Bread, Pies and Crackers OF ALL KINDS.

WEDDING CAKES made to order on short notice. Fresh Oysters always on hand. Goods delivered to all parts of the City.

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Manufacturers of
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With Steel and Monarch Cushions.
Importers of and Dealers in all kinds of
BILLIARD MATERIAL
Ten Pin Alley Balls and Pins,
ETC., ETC., ETC.
SAMUEL MAY & CO., Victoria.
Send for Price List. mar11 D & W

J. H. MARER,
Just Arrived from San Francisco,
Manufacturer
—OF—
FINE FURS,
Will open business in the New Building of the Bank of British Columbia
On Monday or Tuesday next.
SEAL SKIN COATS
Made to order, Dyed, Altered and Repaired.
Fur Trimmings, Capes, Caps, Muffs, Victorines, &c.
A Specialty Made of Fur Robes. my1

DR. VANMONCISCAR,
THE WELL-KNOWN
SPECIALIST,
Proprietor & Consulting Physician of the Only Private Dispensary on the Pacific Coast, now permanently located at
132, 134, Third Street, Portland, Or.

DR. VANMONCISCAR has made the treatment of Private Diseases of Men a special study and practice for many years. Over 4000 cases treated yearly. Recent cases of private diseases cured in a short time. Ulcers, Humors and Blotches on Face or Body cured without giving Mercury or other Poisons. Mercury is the curse of the human race. Your children will suffer from its effects. Avoid it as you would avoid any deadly Drug, and use no more. These diseases are being cured at this Dispensary without Mercury.

DR. VANMONCISCAR
is a graduate of a regular Medical College, is well known over the United States and Canada by

Thousands of Old and Young Men he has Cured,

and it is a well known fact that for years he has confined himself to the study and treatment of Sexual and Chronic Diseases, thus giving him advantages few possess. Dr. Vanmonciscar will convince himself personally to those who have already tried various physicians and remedies from whom they have received no benefits, and who, in fact, have done them more harm than good. Medicine, like all other sciences, is progressive, and every year shows proof of its advance. By a combination of remedies of great curative power, Dr. Vanmonciscar has so arranged his treatment that it will afford not only immediate relief, but permanent cure.

YOUNG MEN

who are suffering from the effects of youthful indiscretions showing some of the following symptoms: Nervous and Physical Debility, Impotency (Impotence), Lost Manhood, Abuses of the system, Exhausted Vitality, Confusion of Ideas, Dull and Loss of Brilliancy in the Eye, Aversion to Society, Dreamy, Pimples on the Face, Loss of Energy, and Frequency of Urination. You may be in the 1st stage, but remember you are fast approaching the last. Do not let false pride and shame modesty deter you from attending to your ailments. Many a bright and naturally gifted young man, endowed with genius, has permitted his case to run on and on, until remorse racked his intellect, and finally death claimed its victim. Remember that Procrastination is the thief of time. So lay aside your pride, and consult one who thoroughly understands your ailment, and who will know your case, and find permanent relief for an ailment that has made life a drudgery and night hideous. Thousands upon thousands of men in good standing in the social world, of prominent rank in the army, navy, church, business, professions, etc., owe their success to the special care given them by Dr. Vanmonciscar, who were now during moments of thoughtlessness. Young man turn and gaze upon thy companion, or seek the mirror for proof to substantiate this fact. Oh! could he control the avenger of Fate, or send he his life to live again, then I could fill appeal to you more sincerely. Let yourself wander back to the much cherished companionship of a loving father, and remember what that revered, Therefore you may for the present fill your station in society, the time is as inevitable as fate when your brilliancy will, like a flash, depart, leaving you a wreck—a desolate, forgotten and lost; neglectful the opportunity and enjoy life and happiness longer. If you claim to be a man, let your part manly. Be not deceive yourself with the thought that Nature will help itself, for in doing so you not only injure the Force, but every Nature and, yourself, is OPEN, large cuts from little acorns grow! Little life grandmotes fatal diseases.

Middle-aged Men,

married or single, who are prematurely old as a result of excesses or youthful follies, and who are troubled by too frequent evacuation of the bladder, often accompanied by a slight scalding or burning sensation, and leaving a deposit of ropy sediment in the urine, and sometimes small particles of albumen will appear, or the urine will look like a thick mucilaginous substance, and sometimes changing to a dark or turbid appearance, causing loss of vitality and loss of vitality. Remember, this is the second stage of Seminal Weakness, and if not cured will lead to the third stage, Spermatorrhœa. Consultation is a perfect cure is guaranteed, and a radical restoration of the Genito-Urinary Organs. All letters and letters are strictly confidential. Medicines sent by express to all parts of the country, and sent by express, if you desire, free of charge, but not personally delivered to all of those requesting it. Patients within the city will be visited promptly and avoid crowding. Office hours: 9 A. M. to 8 P. M.; Sundays, 10 A. M. to 1 P. M.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Wednesday, August 4, 1886.

THE REGATTA.

At 8:30 to-morrow evening a gun will be fired as a signal to light lanterns, torches, etc. At 8:50 a bugle will sound when the steamer Saturna will take the Triumph's boats in tow, at the Gorge, and a-tern of them all other boats wishing to take part in the procession.

A HOLIDAY.

To-morrow is a civic, government and general holiday, to afford our people an opportunity of attending the regatta given in honor of Sir John and Lady Macdonald. Consequently there will be no issue of the TIMES to-morrow evening.

CITY AND PROVINCE.

—Evt. Morris has been appointed City Engineer of Vancouver.

—Ice cream freezers at E. G. Prior's Government street. *

—If you want a modern building, have your plans made by Fisher the Architect.*

—Maple Syrup and Maple Sugar, direct from the groves at Freligsburg, at NEUFELDER & ROSS. *

—Fidelity Hams and Bacon are the best in the market, at NEUFELDER & ROSS. *

—Sir John Macdonald will probably pay a fraternal visit to Victoria-Columbia Lodge, A. F. & A. M., to-morrow evening.

—An elegant display of Prangs Christmas cards is made by Messrs. M. W. Waitt & Co., at the H. and I. exhibition.

—The total assessment on real estate property at Vancouver is $6,651,412, and on personal property, $75,255. Not bad for a town less than a year old.

—Pendray & Co.'s Toilet Soaps, Oatmeal, Cocoanut, Oil, Glycerine, and Perfection Bouquet, are not to be surpassed anywhere. *

—The Ronald steam engine, purchased by Vancouver, cost $3800; four hose carts, $700; 2000 feet rubber hose, $2300; freight, $300. Total, $7160.

—T. J. Jones, L.D.S., has removed his dental rooms over the new Bank of British Columbia, corner of Government and Fort streets. Telephone Call No. 507.*

—Mrs. E. J. Miller will re-open her classes in painting and drawing, July 27th, in room over Shears & Page's dry goods store, Government street.

—The *Columbian* says the customs receipts of New Westminster have been steadily increasing this year, while at this port they have been decreasing.

—In the case of Hartney vs. Shuswap Milling Company, in which the jury returned a verdict of $1000 for plaintiff, without costs, Mr. Bole will move for a new trial.

—The Shoshones defeated the Reds at Seattle yesterday by a score of 6 to 5. It will now be in order for the Shoshones to meet the Amities and display their "staying powers."

—The managing committee of the H. and I. exhibition desire to tender thanks to Mr. Chudley for arranging the display of flowers, and to the judges of the different exhibits.

—Property at Esquimalt advanced 50 per cent. to-day after the *Colonist's* item on "The Place D'Armes" appeared. Of course if the British Government want all of Esquimalt, the price will advance a trifle more.

—A. C. P. R. official is about to make the journey from Port Moody to Winnipeg on horseback, a distance of over 1400 miles. During the journey he will closely inspect the whole of the telegraphic system along the railway.

—False Creek, at Vancouver, is proudly haunted by the spirits of unjust men made imperfect. The latest marvel is the overturning of a scow, filled with sand, on the placid waters of False Creek, during the nighttime. The creek is very well named.

—Savory & Co., having a large stock of pure apple cider, made solely from Victoria fruit, are offering it by the cask cheap. Special rates to hotels and restaurants; a rare chance to those wishing to bottle. Orders can be left at Bossi & Gresselmann's, corner Yates and Broad streets.

—Hall & Quackenbush, Vancouver, B. C., have the most complete list of business and suburban properties for sale at the terminus of the Canadian Pacific Railway. Price and terms to suit all parties. Inquiries by mail promptly answered. References. *

—Yesterday morning the *Colonist* produced an article on the dry dock advantages, in which it is stated, "imagine one of this class of ships, when plying between China, Japan and British Columbia, attempting to enter the Esquimalt dock!" Even the wildest stretch of imagination of the *Colonist* cannot conceive anything more ridiculous than a ship "attempting to enter the Esquimalt dock" while on a voyage from this province to Japan!

EXPORTS OF WHEAT.

Valuable Statistical Table Showing Wheat and Flour Shipments from the Atlantic and Pacific Coasts Seaboards.

In another column we publish for the guidance and information of our merchants and shippers a statement supplied THE TIMES by Mr. W. F. Switzler, Chief of Bureau, and certified to as being correct by Mr. W. H. Dunckley, of the Treasury Department, Bureau of Statistics, Portland, Oregon, and dated the 2nd of last month. The figures are given for each month and speak for themselves. It will surprise many to learn that the shipment of wheat from the Pacific coast is 23,568,872 bushels for the eleven months ending last May, as against 29,017,239 from the Atlantic seaboard. In flour, however, the tables are turned completely against us, the figures being 5,778,910 bbls., as against 1,310,815 from Pacific Coast ports. The total value of the exports in wheat and flour for the eleven months named was $77,345,055.

BARGAINS! BARGAINS!

On account of my new place of business not being yet ready for occupancy, I shall continue my clearance sale of Groceries at the old stand, corner of Douglas and Cormorant streets, for one week longer. Will sell good Tea, Green, Black or Mixed, for 25 cents per pound; best Roll Butter, 75 cents; best light brown Sugar, 12 lbs. for $1; 11 lbs. of the best Granulated Sugar for $1, and all other goods in proportion. Give us a call.

N. PORTMAN.

So popular are the manufactures of Messrs. Curtis & Harvey's that unscrupulous persons have imitated their gunpowder *canisters* and *labels* used by the firm for upwards of 30 years. Recent cases in Germany of infringements of their rights in this respect were restrained under heavy penalties.

COAST DEFENCES.

Lieut.-Col. O'Brien's Visit to Esquimalt—The Duke of Cambridge's Opinion.

In view of the mission of Lieut.-Col. O'Brien to this province, for the purpose of making provision for the coast defense of this country, some remarks made not long ago by the Duke of Cambridge at a meeting of the Royal Colonial Institute have considerable apositeness and force. The lecturer, Captain Colomb, had treated the subject of imperial defence as one of war, but the Duke said he preferred to look upon it as one of peace. "It was," he said, "especially a peaceful topic, for if all the suggestions were carried out, there would be little fear of war. It was true we had an enormous colonial empire to defend, and the fact that there was now being held in the metropolis a great colonial exhibition, lent an additional interest to the subject of the lecture, and he was confident that many of their colonial friends who were assembled here were as much interested in the matter as the inhabitants of the United Kingdom. They having touched on the system of federation, which he feared would hardly be accomplished in his time, His Royal Highness said that nothing would tend more to promote the unity of the Empire than combination for defence, and then, as to its advantages, they all knew the value of a feeling of security; if they lived in security they could do almost anything in regard to industry; but trade could not flourish unless there was that feeling of security."

HE GUARDS IT.

We refer again to Councillor Higgins' resolution to be moved to-night, on the use of the fire engine for pumping to the higher levels, simply to remark that the councillor is about to show what an extraordinarily expert trimmer he is. He will to-night move to discontinue the use of the engine for the above purpose, an action which in the face of his recent stand will require an explanation. On the 30th June last, the agents of fire insurance companies doing business in the city protested against the use of the fire engine for such a purpose, when Councillor Styles moved, seconded by Councillor Vigelius, that the protest be spread upon the minutes and the prayer granted. To this Councillor Higgins moved, in amendment, that the protest be received and filed, which was seconded and carried. At the same time Councillor Higgins expressed the opinion that "the council were able to attend to their own business." Now, four weeks after he proposed to do what he then refused to do, although the position of affairs has not changed in the meantime. There are "wheels within wheels" and this change of base may have been brought about by an after-thought, suggested entirely by personal and selfish considerations.

THE PEACE RIVER COUNTRY.

Dr. MacKay, chief trader of the Hudson Bay Company in the Upper Peace River—1400 miles from Winnipeg, is in Winnipeg, having arrived last Sunday. In an interview with a *Sun* reporter, he stated that what crops are sown there look well. He says there is no danger from frosts, as they they never come in periods to do any injury to cereals or roots. Speaking of the Peace River country, he says the extent of agricultural lands is very large on the south side of the river, but on the west side it is rather limited. He looks for a great influx of immigrants into that neighborhood in the future, when the territories shall be pretty well filled up and a railway constructed up that direction. Roots and vegetables grow to a fine size in the country. There has been a falling off in the receipts of furs during the past couple of years.

THE VANCOUVER SUICIDE.

The name of the young man who suicided at Vancouver a few days ago was A. R. Underwood. He was an Englishman and had only arrived at the terminus from this city on last Sunday week. Before leaving here he had pawned a gold watch for $15, which sum was about exhausted when he committed the insane act of "shuffling off" by throwing himself into Coal Harbor. On last Sunday night he was seen as usual at the hotel where he had been lodging, and is known to have drunk several glasses of whiskey and smoked a cigar. The body showed no trace of violence and the conclusion is unavoidable that the unfortunate fellow took his own life to end his miseries. He was for many years a resident of Australia and apparently had once occupied a better position in the world.

AN IMPROBABLE RUMOR.

Mr. Robert Birmingham, Secretary of the Guturio Conservative Union, according to the Toronto *Globe*, recently announced at a meeting at Bowmanville that the date of the general elections had been decided upon and that it would come off within three months time. We don't know what Mr. Birmingham knows about it, but there is no outward and visible sign of a general election just at present, and nothing very inviting to induce the government to bring it on.

A NEW FIRM.

The extensive boot and shoe manufacturing firm of Ames, Holden & Co., Montreal and Winnipeg, one of the largest in the Dominion, have leased the premises lately occupied by Oppenheimer Bros., on Wharf street, for a wholesale warehouse, and will open for business in about four weeks time. Mr. A. C. Flumerfelt, of the Winnipeg branch, will be in charge. This gentleman, who has been in the city for several days, leaves for the east to-morrow morning.

C. P. R. TELEGRAPH.

A Montreal despatch of the 29th ult., *via* New York, says: General Manager Hosmer of the Canadian Pacific Telegraph Co., stated yesterday that his company had made a twenty years contract with the Postal Telegraph Company, and the Mackay-Bennett Cable company, and that arrangements had also been made to connect with the Baltimore & Ohio system throughout the United States. The news has created a stir in New York.

GEN. SUPT. EGAN.

The Winnipeg *Sun* asks if the rumor circulated in Montreal that Gen. Supt. Egan has resigned the position he has so long and so worthily occupied as Western Superintendent of the C. P. R. R., is correct. The resignation is reported to take place at once. Mr. Egan, it is rumored, will fill a similar position on a road at present under construction in the Western States.

AN EVENT.

The corner stone of the new Methodist Sabbath School will be laid by Lady Macdonald at 3 o'clock on Friday next, 6th inst., after which refreshments will be served in the church till 7 o'clock p. m. Tickets for refreshments are placed at the low figure of 50 cents each. As this object is for a good cause it is to be hoped there will be a large attendance on the occasion.

The sportsman in purchasing his powder should be specially careful in seeing that he gets from his dealer the GENUINE PACKAGES of Messrs. Curtis's & Harvey. Very inferior powder is often sold at apparently cheap prices under the name of *DIAMOND GRAIN*, but Messrs. Curtis's & Harvey are the original manufacturers and proprietors of the justly celebrated *DIAMOND GRAIN POWDER*.

MASONIC ADDRESS.

A Deputation of Masons Waits Upon Sir John With an Address.

This forenoon at 11 a. m. a deputation of Masons waited upon the Right Hon. Sir John A. Macdonald, who is a prominent member of the order, at the Drard House, and presented him with the following address. The deputation, the members of which were personally introduced to the Premier by E. C. Baker, P. G. M., was composed of the following gentlemen: Wm. Dalby, G. M.; H. Brown, P. G. M.; C. M. Chambers, P. G. M.; A. R. Milne, D. G. M.; J. C. Hughes, G. S. W.; H. F. Heisterman, G. T.; E. C. Neufelder, G. Sec.; Thos. Shotbolt, P. S. D.; W. McKeown, G. S.; D. Cartmel, W. M.; Victoria Lodge No. 1; R. B. Esnouf, S. W., No. 1; J. Piercy, J. W., No. 1. The address was read by the Grand Secretary, Bro. E. C. Neufelder, as follows:

VICTORIA, August 4, 1886.

To the Right Honorable Sir John A. Macdonald, V. W. Past Junior Grand Warden of the M. W. Grand Lodge of Canada and Grand Representative of the M. W. Grand Lodge of England, &c., &c.:

V. W. SIR AND BROTHER:—On behalf of the Grand Lodge of British Columbia, we rejoice that through the completion of the iron bond of unity between the east and west, we are enabled to extend to you in person a fraternal welcome.

We feel that we can add nothing to augment the gratification you must feel at the fruition attending an enterprise of such magnitude, involving great benefits to our confederation. We are happy to be afforded the opportunity of joining our assurance of fraternal regard to the universal esteem in which you are held in our province.

Permit us to express our wishes for the good health and enjoyment of the visit of Lady Macdonald, and we feel that the kindly remembrance of our desire to welcome her will, in some measure, atone for the fatigue incident to the journey across the continent.

In conclusion we hope that both Lady Macdonald and yourself will find your sojourn pleasant enough to ensure a desire of revisiting our city at an early day.

We beg to subscribe ourselves,

V. W. Sir and Brother,

WM. DALBY, G. M.

E. C. NEUFELDER, G. S.

Sir John replied in an affable speech. He said that it gave Lady Macdonald and himself unalloyed satisfaction to be present in Victoria. They had recently passed through the sublime scenery on the line of the C. P. R. within the province, which had impressed him very much, particularly the absence of monotony that characterized the mountain views. Referring to the results of the completion of the railway, he said the company now recognized the fact that in the course of a year or two the great bulk of the grain grown in the Northwest would be carried to this coast for shipment to Europe *via* the Horn. The cars bringing the grain would carry east the freight from China and Australia, and thus the commercial prosperity of Victoria and the province was assured. He expressed the hope, now that communication was established, that British Columbians would visit the eastern provinces, where they had something to show them, and concluded by again thanking them, on behalf of himself and Lady Macdonald, for the kind wishes expressed in the address.

Bro. D. Cartmel then invited Sir John to attend the regular meeting of Victoria Lodge No. 1, on Thursday evening. Sir John replied that it would afford him much pleasure to do so, if other engagements permitted.

The delegation then withdrew.

PERSONAL MENTION.

Mr. T. S. Higginson, Dominion timber inspector, is at the Oriental.

Mr. Campbell Shaw, of Vancouver, is in the city and will remain until after the regatta.

Mr. W. H. Ellis, real estate agent, Vancouver, is in town.

Mr. W. R. Lord, Skeena River; W. R. Robertson, New Westminster; M. Bentie, Churchville, Ont., R. S. Jones, Hilperton Hall, Wils, Eng.; and F. H. Schofield, Winnipeg, are registered at the Occidental.

Lord Durham and his brother leave this city next Saturday by the Mexico for San Francisco.

Mr. J. J. Withrow, a prominent Torontonian and president for many years of the great Industrial Show held in that city, is at present on a visit to this province, accompanied by a party of gentlemen from Toronto.

Officer Guydon, we regret to hear, is laid up at the French Hospital with a bad leg. Amputation may be necessary.

Dr. Dearden, C. G. Ballentyne and Mr. Stephenson have gone to the Similkameen country to spend their holidays camping out. They will make daily prospecting tours for trout and will probably get numerous bites. They will be away perhaps three weeks.

Mr. T. J. C. Sorby, architect, arrived from Vancouver last evening. He returns again to-morrow morning. Building business is reported by him to be lively at the terminus and any amount of work for brick layers and carpenters.

Mr. C. R. Haynes, representing the St. Paul *Pioneer Press* Publishing and Stationery Company, is in the city. The same gentlemen paid Victoria a visit last year when en route for Alaska. He came over the Northern Pacific. At the time of his departure St. Paul houses were not furnished with transportation rates over the C. P. R. from that city.

Mr. A. W. Ross, M. P., is in the city.

Rev. D. Fraser and wife are at New Westminster.

Mr. J. J. Aubertin, one of the proprietors of that excellent publication, the London *Graphic*, is in the city. He reached Victoria by way of Chicago, St. Paul and the Northern Pacific, some days ago. Since then he has visited the mainland, going east as far as Calgary on the C. P. R. Mr. Aubertin is an extensive traveler, and expresses himself as greatly delighted with all he has observed in British Columbia, the Northwest and Eastern Canada, through which he traveled considerably. He is particularly struck with the grandeur of our scenery, which he pronounces as rivalling the finest he has seen any where. It is probable *The Graphic* in a future issue will be profusely illustrated with British Columbia scenery.

MARINE.

The ship Beaconsfield, Captain Keith, which has been scraped and repaired on the flats at Moodyville, will take in a cargo of 1,100,000 feet of lumber at Hastings.

The bark Norway, from Amoy, China, arrived in Royal Roads last night. She will load lumber at Port Blakely.

The bark Dorothea, from Petropoloski, arrived this morning. Her charter to load at Hastings expired last Saturday.

The ship Joseph Spinney is chartered to load coal at Seattle.

POLICE COURT.

(Before Mr. E. Johnson, S. M.)

Francisco Patario, a Greek sailor, was charged with refusing to do duty on board the ship Lothair. Remanded until Friday and allowed out on his own recognizance.

STATEMENT

showing the Domestic Exports of Wheat and Wheat Flour from the United States, during the eleven months ending May 31, 1886.

MONTHS.	Atlantic and Gulf ports. Quantities.	Atlantic and Gulf ports. Dollars.	Lake Ports. Quantities.	Lake Ports. Dollars.	Pacific Ports. Quantities.	Pacific Ports. Dollars.	TOTAL. Quantities.	TOTAL. Dollars.
1885								
JULY	1,151,161	1,155,310	1,141,126	1,206,512	252,729	262,400	2,545,016	2,624,222
AUGUST	2,154,112	2,171,111	1,174,147	1,241,117	95,000	98,136	3,423,259	3,510,364
SEPTEMBER	2,256,352	2,278,000	1,256,000	1,326,000	225,117	233,000	3,737,469	3,837,000
OCTOBER	2,000,000	2,000,000	1,000,000	1,000,000	200,000	200,000	3,200,000	3,200,000
NOVEMBER	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
DECEMBER	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
1886								
JANUARY	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
FEBRUARY	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
MARCH	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
APRIL	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
MAY	1,000,000	1,000,000	1,000,000	1,000,000	200,000	200,000	2,200,000	2,200,000
TOTAL	15,761,625	15,804,421	11,571,273	12,073,629	2,178,846	2,293,536	29,511,744	30,171,586

WHEAT EXPORTED.

NARROW ESCAPE.

Last Sunday evening, while the pilot boat No. 3, was cruising west of Race Rocks, pilots McIntosh and Thompson saw a small row boat, with two men laboring for dear life, a short distance. A heavy wind was blowing at the time, and there was big sea running. The experienced eye of the pilot saw in a moment that if the small craft got into the big tide rip, to which it was rapidly drifting, it would be swamped instantly and no effort could save the lives of the men. The sloop ran before the wind and overhauled the apparently doomed boat, a line being thrown to the men. The most imminent danger was by this means passed, but the men, who appeared to be novices on the water, allowed the tow line to haul them to the broad side and their little craft was by this means almost engulfed. The pilot boat ordered them to cast off and row for a bay near by, which they did, and thus escaped what the pilots describe as the narrowest shave they ever witnessed. Afterwards the sloop came alongside of the men in the bay, and invited them on board, but they would not come nor would they give any account of themselves. They were believed to be runaway sailors or smugglers who had got caught unconsciously in a dangerous place, and did not seem to know it.

HORTICULTURAL AND INDUSTRIAL EXHIBITION.

The judges have awarded the following prizes: Pendray & Co., soap, 1st prize; Geo. Budge, general marble exhibit, 1st prize; R. T. Williams, book binding, 1st prize; Miss Dickinson, Kindergarten, diploma of merit; Geo. Crrwther, engraving on metal 1st prize; W. H. Phillipp, seal engraving, diploma of merit; Miss Beaumont, leather basket work, 1st prize; R. Rendell, cucumbers, diploma of merit; J. B. Sere, best collection of fruits, 1st prize; Mrs. Jay, dish of cherries, diploma of merit.

THE TEA SHIP.

The unloading of the C. P. R tea ship W. B. Flint, was finished at Port Moody at 9 o'clock on Monday morning. The cargo made fifty-five car loads, and with the exception of eight cars, it had all left for the east before the last box was out of the hold. Stevedore York superintended the work. The next cargo will be that of the bark Flora P. Stafford, Capt. Smith, which is expected in a few days.

Mr. George Olds, traffic superintendent of the Canadian Pacific Railway, will remain in the city till Saturday. He proposes extending his trip to San Francisco, and will leave by the Mexico for that city on Saturday.

Parties desirous of visiting Cowichan Lake can obtain the necessary means of conveyance by communicating with Jas. Kerr of Somenos, either by letter or telegraph, charges moderate. *

The sporting season is fast approaching when Messrs. Curtis & Harvey's world-renowned *SPORTING POWDER* will be in large demand. Dealers should secure their supplies in good time from Messrs. ROBERT WARD & CO., the wholesale agents for B. C.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity strength and wholesomeness. More economical than the ordinary kinds and cannot be sold in competition with the multitude of low test short weight alum or phosphate powders. SOLD ONLY IN CANS. ROYAL BAKING POWDER CO., 106 Wall Street, N. Y. 1d

Reduced Prices.

Shipping Receipt Books, duplicate, 100 in book, 60 cents each.

Manilla Wrapping and Straw, at reduced prices.

Reduced Paper Bag list.

Envelopes at reduced prices.

Photographs of Vancouver before the fire.

At THE BRITISH COLUMBIA STATIONERY AND PRINTING CO. (Limited),
Late J. R. ROBINSON & Co.

SCOTCH BAKERY.—J. Russell, Scotch Baker, Douglas street, near Johnson Victoria, B. C. All kinds of Scotch pastry; Tea bread fresh every day; hot mutton pies. *

GOSNELL'S SUGAR CURED HAMS are now ready at his store, corner Cormorant and Douglas streets. *

NEW TO-DAY.

Notice to Builders.

TENDERS WILL BE RECEIVED UP TO noon, 16th instant, for the erection of a Block of Brick Buildings facing corner of Government and Broughton street (southwest.) Lowest or any tender not necessarily accepted.

JNO. TEAGUE,
Architect.

Private Detective

AND ENQUIRY OFFICE. Enquiries of every description confidentially conducted. Correspondence to all parts of the globe.

PICKERING & CO.,
Victoria, B. C.
P. O. Box 631. Telephone 21. aug 4 1m

PACIFIC
Mail Steamship Co.

COMPANY'S STEAMERS sail for Hongkong via Yokohama.

City of Sydney.....August 31, 2 p.m.
City of Rio de Janeiro.....Sept 21, 2 p.m.
City of New York.....Oct 9, 2 p.m.
City of Peking.....Oct 30, 2 p.m.
City of Sydney.....Nov 20, 2 p.m.
City of Rio de Janeiro.....Dec 11 2, p.m.
City of New York.....Dec 2 31, p.m.

For New York via Panama, calling at Mexican Ports, steamers will sail 8th, 15th, 23d and 30th of each month for ports of call. See San Francisco papers.

WILLIAMS, DIMOND & CO., Gen. Agents.
aug 4 San Francisco.

For San Francisco.

Carrying H. M. Mails and Wells, Fargo & Co.'s and Northern Pacific Express.

The Pacific Coast Steamship Co.'s Steamer

"MEXICO,"

CAPTAIN HUNTINGTON.

Will sail from Victoria wharf, outer harbor, for San Francisco on

Saturday, August 7, at 1 p. m.

Intending Shippers are requested to make arrangements for freight as early as possible, so that room may be reserved for their shipments.

Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock p. m., on Friday, August 6.

For Freight and Passage apply to

WELCH, RITHET & CO.,
aug4 Agents.

Corrig School,

A Private and High Class

Boarding & Day School

FOR BOYS.

STAFF, Etc.

Rev. C. J. Brenton, M. A. University of King's College, N. S. English, Ancient Classics and Commercial subjects—Principal.

C. W. Hook, Esq., M. A., Trinity College, Cambridge (First Class in the Applied Science Special)—Mathematics and Science.

Mr. T. F. Watson—(Advanced Certificates from the Science and Art Department, South Kensington, London)—Assistant in English Mathematics.

Mrs. Brenton, Piano.

Mlle. J. Jorand, French and German.

The Entrance Examinations begin at 10 o'clock on Monday morning, August 9th, 1886.

The situation is retired from the city and most healthful and pleasant, excellent facilities for Salt Water Bathing, etc., and Athletic exercise. Best school in the Province for pupils requiring home comforts and care with high moral and mental culture. Applicants must be well recommended.

The Principal may be found at the School on Mondays, Wednesdays and Fridays after 4 p.m., or address P. O. Box 324. aug4 2w

WM. PHILLIPS
SEALS DIES MONOGRAMS CARDS CRESTS JEWELRY &c.
ENGRAVER
STEAM WOOD TYPE
COR. FORT & BROAD STS.
VICTORIA B. C.
Yates Street, above Douglas.

Notice.

NOTICE IS HEREBY GIVEN that the partnership heretofore existing between us the undersigned under the name of "The Union Track and Dray Company" has been this day dissolved by mutual consent. All debts owing to the said partnership are to be paid to William Croft, and all claims against the said partnership are to be presented to the said William Croft by whom the same will be settled.

Dated at Victoria this 21st day of July, A. D., 1886.

Witness—D. M. Eberts.

WM. CROFT,
W. BUCKETT.
jy24 1w

SCHOOL FOR BOYS.

MR. H. J. CAMPBELL, B.A., will resume his classes on Tuesday, August 3rd. Vacant evenings for private pupils. Kane street, above Blanshard. P. O. Box 376. jy24 1m *

"A NEW ERA."

THE BENEFITS OF THE

Grape Cure

IN AMERICA

Concentrated in one Bottle without the Expense of an European Journey.

SAL-MUSCATELLE

The crystallized salts as extracted from grapes and fruit; a most wonderful product from Nature's laboratory; the greatest sovereign preparation ever placed before the American public.

Sal-Muscatelle is Nature's own product; it supplies to the weary system the want of sound, ripe grapes and fruit; it keeps the blood pure and the brain clear; is a natural blessing to the tagged-out and weary, an imperative compulsion to business men, ladies and children. Have it in your homes, travels, summer resorts and sea-side cottages.

THE TOPIC OF THE DAY.

Sick Headache and Dyspepsia Cure.

Sal-Muscatelle is the best preventive and cure for all functional derangements of the liver, biliousness, sick headache, temporary congestion arising from alcoholic beverages, giddiness, oppression, vomiting or feeling of melancholy ERRORS IN DIET, EATING OR DRINKING for all accidental indigestion arising from hasty meals, nervousness, impure blood, nettlerash, itching, or any other over-acid state of the blood; boils, skin eruption, commencement of diphtheria, the effect of mercurial poisons and at the beginning of all fevers; measles, chicken pox, prickly heat, rheumatic and gouty poison due to impure blood, and sourness of stomach.

Prepared by the
LONDON SAL-MUSCATELLE CO.
LONDON, ENGLAND.

Beware of imitations. The genuine in "blue wrappers only."

Send for circulars to G. EVANOVITCH General American Manager, P. O. Box 1968, New York City

Mention this paper.

For sale by LANGLEY & Co and THOMAS SHOTBOLT, Victoria, B. C. june 11

For Fort Simpson and Way Ports.

CARRYING HER MAJESTY'S MAILS.

THE FINE NEW SCREW STEAMER

"Barbara Boscowitz,"

Will sail from Spratt's Wharf On THURSDAY, AUG. 5, At 5 p.m.

No freight will be received after 5 o'clock p.m. on Wednesday.

For freight or passage, apply to

GEORGE E. MUNRO, Agent.
aug2 At J. D. Warren's office, Wharf street.

Through to Yale.

The Steamer Teaser

WILL LEAVE VICTORIA every MONDAY, WEDNESDAY and SATURDAY morning 7 o'clock for New Westminster, connecting at New Westminster with the steamer Gladys

FOR YALE AND WAY PORTS.

Freight to Yale $8 per ton. july 6

Gorge Retreat.

VISITORS TO THE GORGE

On THURSDAY next

(The day of the Regatta), are reminded that at the Gorge Retreat

Dancing

Will begin at Field's Pavilion at 2 p. m., PALMER'S QUADRILLE BAND Furnishing the music.

Eatables Will Be Provided

By Mrs. Dodds during the day.

aug3 2t H. J. DODD.

NOTICE.

Thursday, August 5th,

WILL BE OBSERVED AS A

General Holiday

In the City of Victoria.

JAMES FELL,
Mayor

City Hall, Victoria, Aug. 2, 1886. aug2 1d

MASONIC BUILDING
CHEAP BOOTS AND SHOES
CHEAP VARIETY STORE
DOUGLAS ST., VIC.

Mason's Fruit Jars, Qts. $2.10; qts. $1.75.

WANTED,

Twenty-five Laborers.

Wages $1 per day.

(Apply at the Dry Dock, Esquimalt.)
july22 LARRIN & CONNOLLY.

For the Regatta.

THE STR. "LOTTIE,"

WITH BARGE,

Will make a Trip Every Hour

ON THURSDAY, AUGUST 5th,

From Welch, Rithet & Co.'s Inner Wharf, foot of Johnson street, to the

Regatta on the Arm.

First Trip will start at 10 a. m.
Fare, Fifty Cents For Round Trip; Children, Half Rates.

COLIN CLUNESS,
jy 31 Comd'r Str Lottie.

CLOSING OUT

—FOR—

Thirty Days.

Thomas Carrington

GOVERNMENT STREET,

Is selling off his entire stock regardless of cost, for the purpose of going out of business. july15 1m

JUST ARRIVED,

FROM LONDON, ENGLAND.

A fine assortment of

Sporting Goods,

Comprising

Lawn Tennis, Cricket, Foot Balls, Boxing Gloves, &c.

HENRY SHORT,

Gunmaker, Fort Street.
july 22 1m

Concordia Hall,

DOUGLAS & YATES ST.

A REFINED ENTERTAINMENT

Will be given

EVERY EVENING,

AT 8 O'CLOCK,

By a Select Specialty Company

Nothing will be said or done to offend the most fastidious.

H. F. SKWARD,
June 25 6m Proprietor.

Fredericksburg Brewing Co.'s

LAGER

HAVING OBTAINED the Agency for this renowned Beer, we now offer it to the public at a much lower figure than formerly.

BOUCHERAT & CO.,
july26 1m Yates Street.

REGATTA COMMITTEE.

The following gentlemen have been appointed by the Regatta Committee to solicit subscriptions to aid in carrying out the programme:

For the City of Victoria: Messrs J R Turner, E B Marvin, N Shakespeare, E G Prior, R E Crossdaile, John Grant, Col Wolfenden, C E Benfern, J W Griffith, W McNiffe, Major Fell, J Muirhead, W Lorimer, H B Roveraft, J Braden, W A Robertson, J Wrigleworth, F S Barnard, A Jones.

For Esquimalt: W Bennett and John Howard.

By order of the

jy28 COMMITTEE.

Messrs. Croft & Angus,

CHEMAINUS

SAWMILL,

Having made arrangements with an experienced Ship and Boat builder lately arrived from England, are now prepared to

Furnish Designs & Estimates

For all kinds of craft.

BOATS

Of every description on hand and made to order. july22 1m

Notice.

W. BUCKETT

Truck & Drayman,

BEGS another notice and gives notice that he is still to be found on the HACK STAND, YATES STREET, and trusts, by strict attention to business, to receive a share of their patronage. My name will appear on stones and drays. All orders left at Rithet and Co.'s, Yates street, or the Fashion Stables, Fort street, will receive prompt attention. Aug 2 1m

STRAY STEER.

A RED STEER, flying three years old, came to the premises of the undersigned, about four days ago. The owner will find prove property, pay expenses and take it away.

WILLIAM JOSEPH ANDERSON,
Burnside Road, Aug. 2, 1886. 3t

WANTED.

Coat and Pants Maker

Wanted immediately. Apply to

WM. ELSON, Merchant Tailor,
july9 Fort Street.